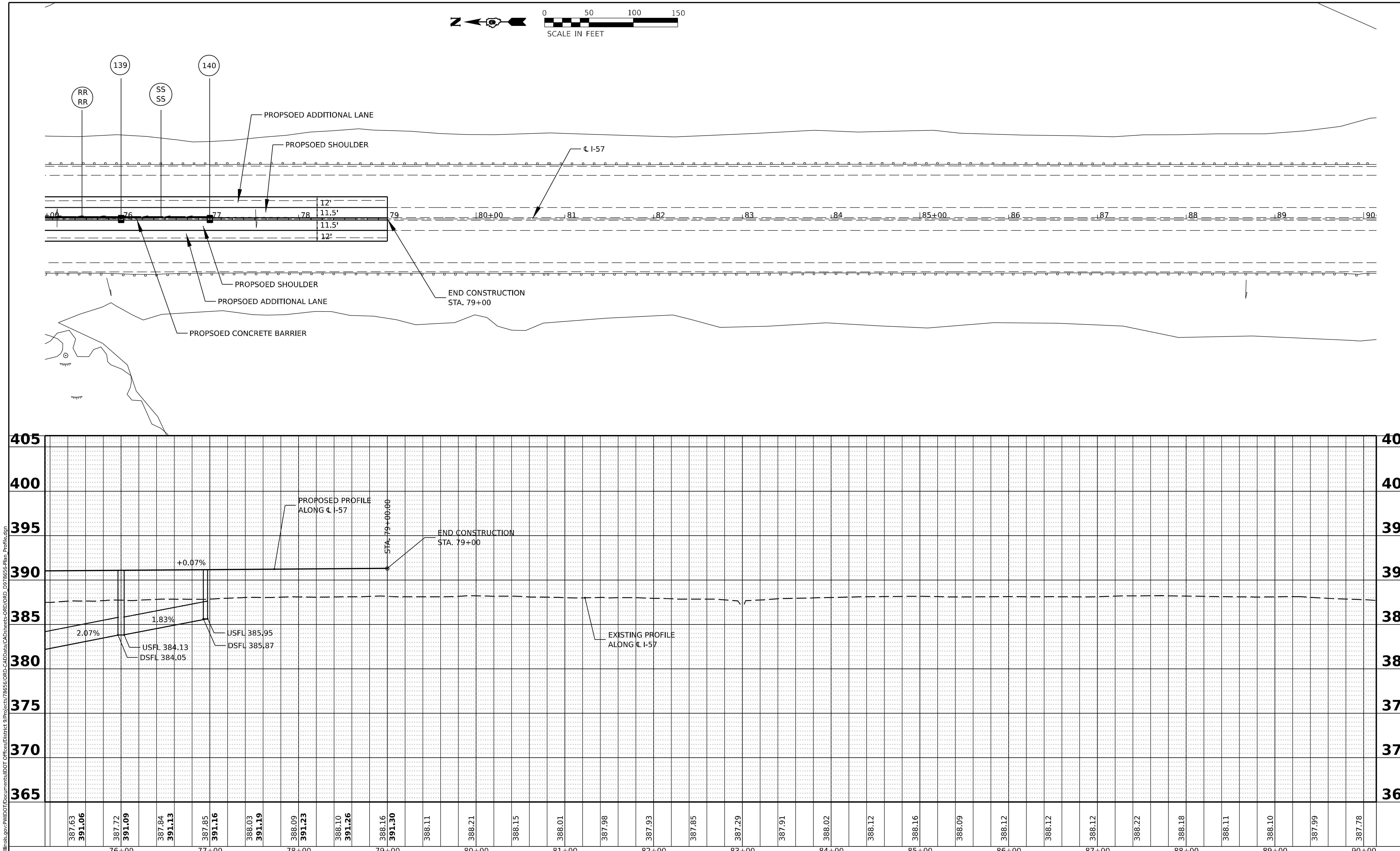


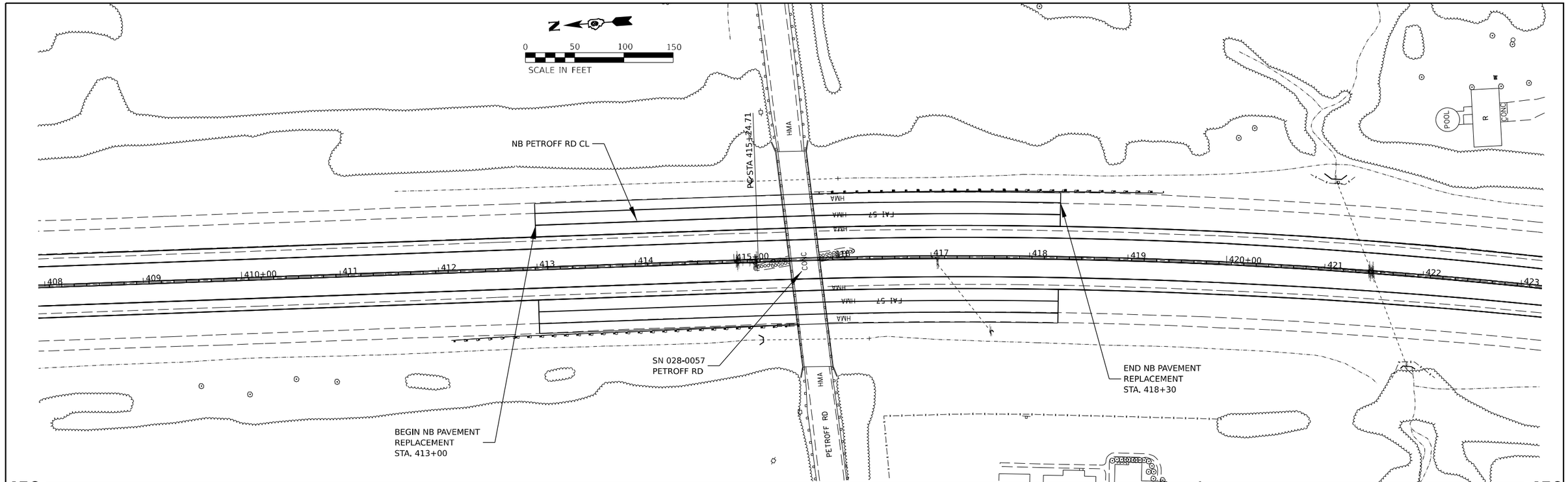
USER NAME = dailyll	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 PLAN / PROFILE
	DRAWN -	REVISED -		
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 5/7/2021	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

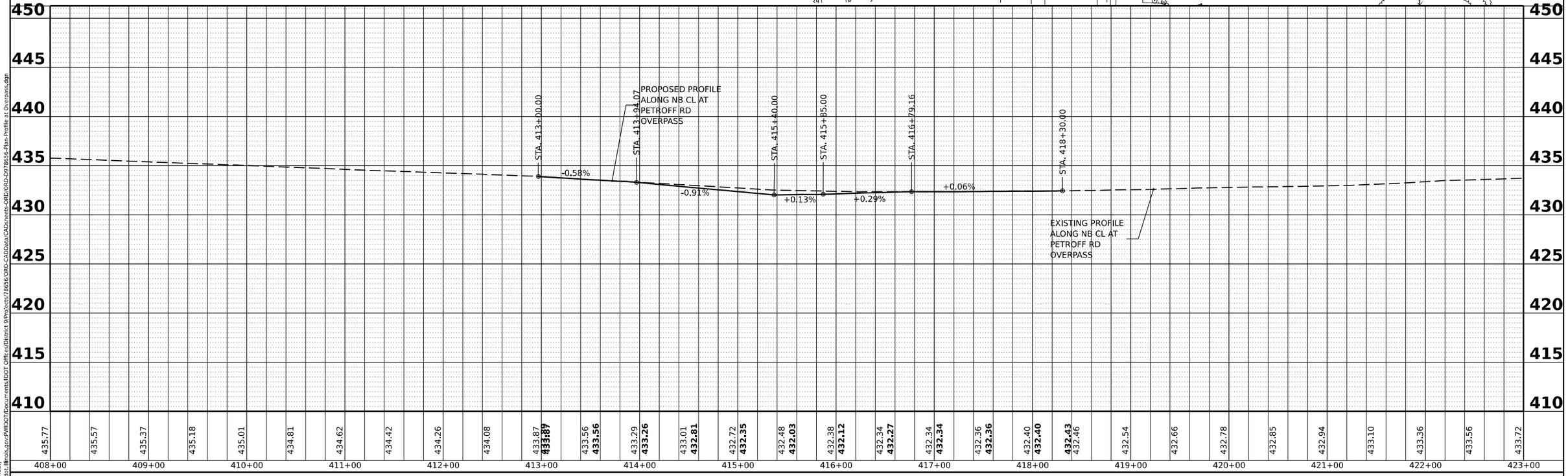
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	101

CONTRACT NO. 78656

ILLINOIS | FED. AID PROJECT

*D9 I-57 Add Lane-4;(28-5)B-3





PLAN
SURVEYED
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NOTE BOOK
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BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
NOTE BOOK
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BY
DATE

MODEL: 1Petroff Rd NB-1 [Sheet]
FILE NAME: pw://planroom.dot.illinois.gov:PWDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dallyll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

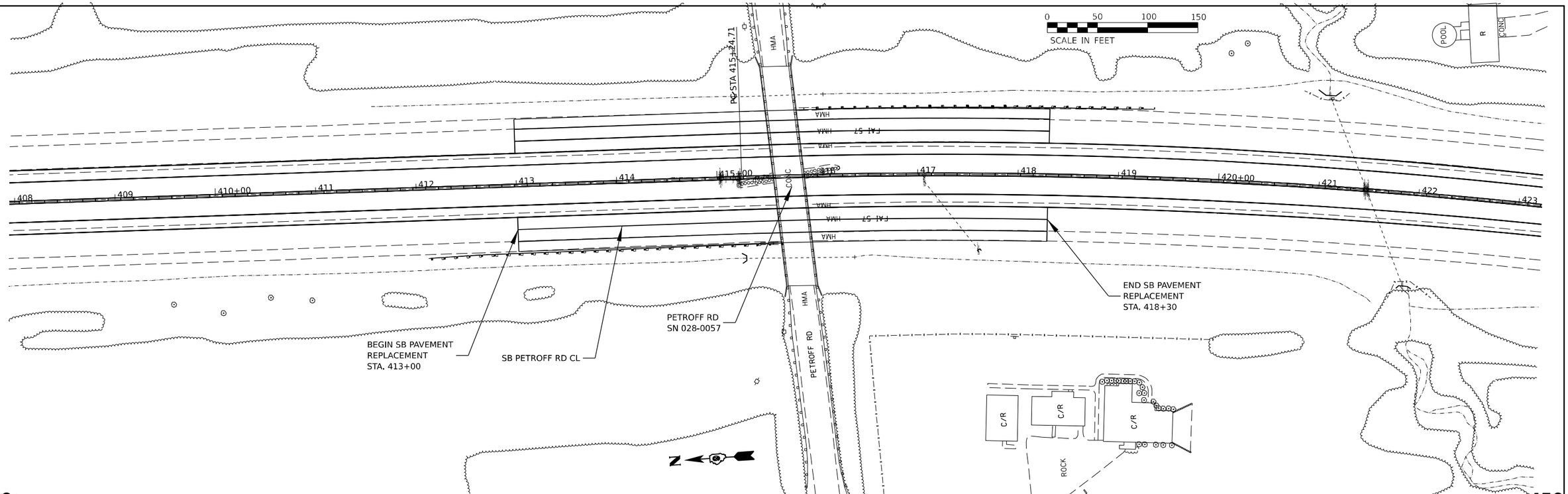
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

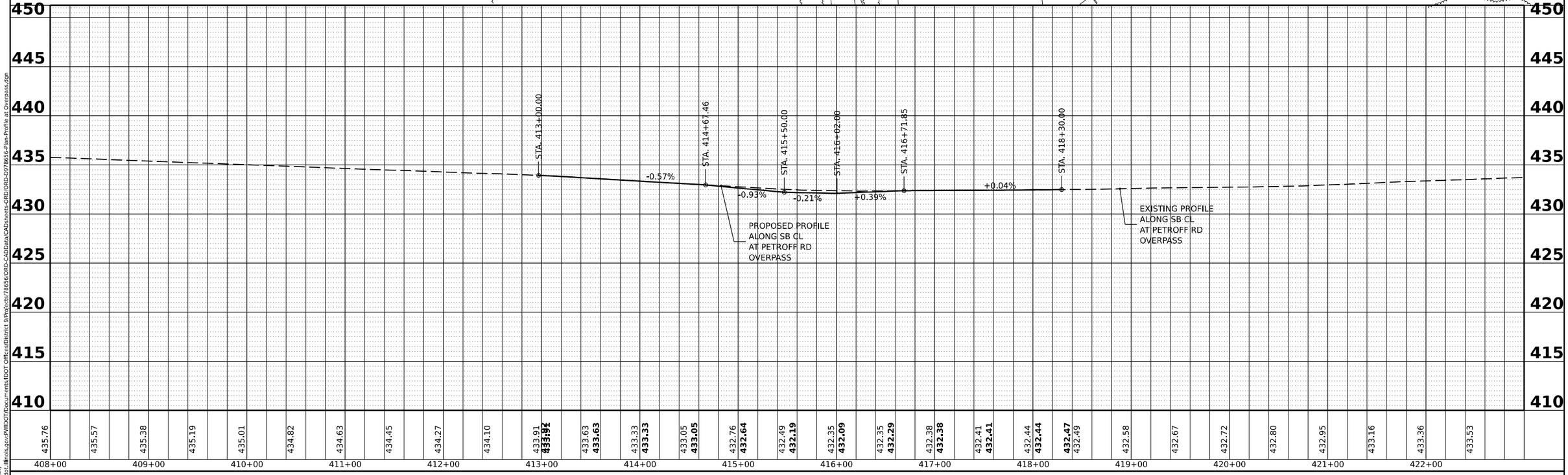
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB PETROFF RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	102
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3





PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: 2Petroff Rd SB [Sheet]
FILE NAME: pw://planroom.dot.illinois.gov:PWBOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/data/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dailyll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

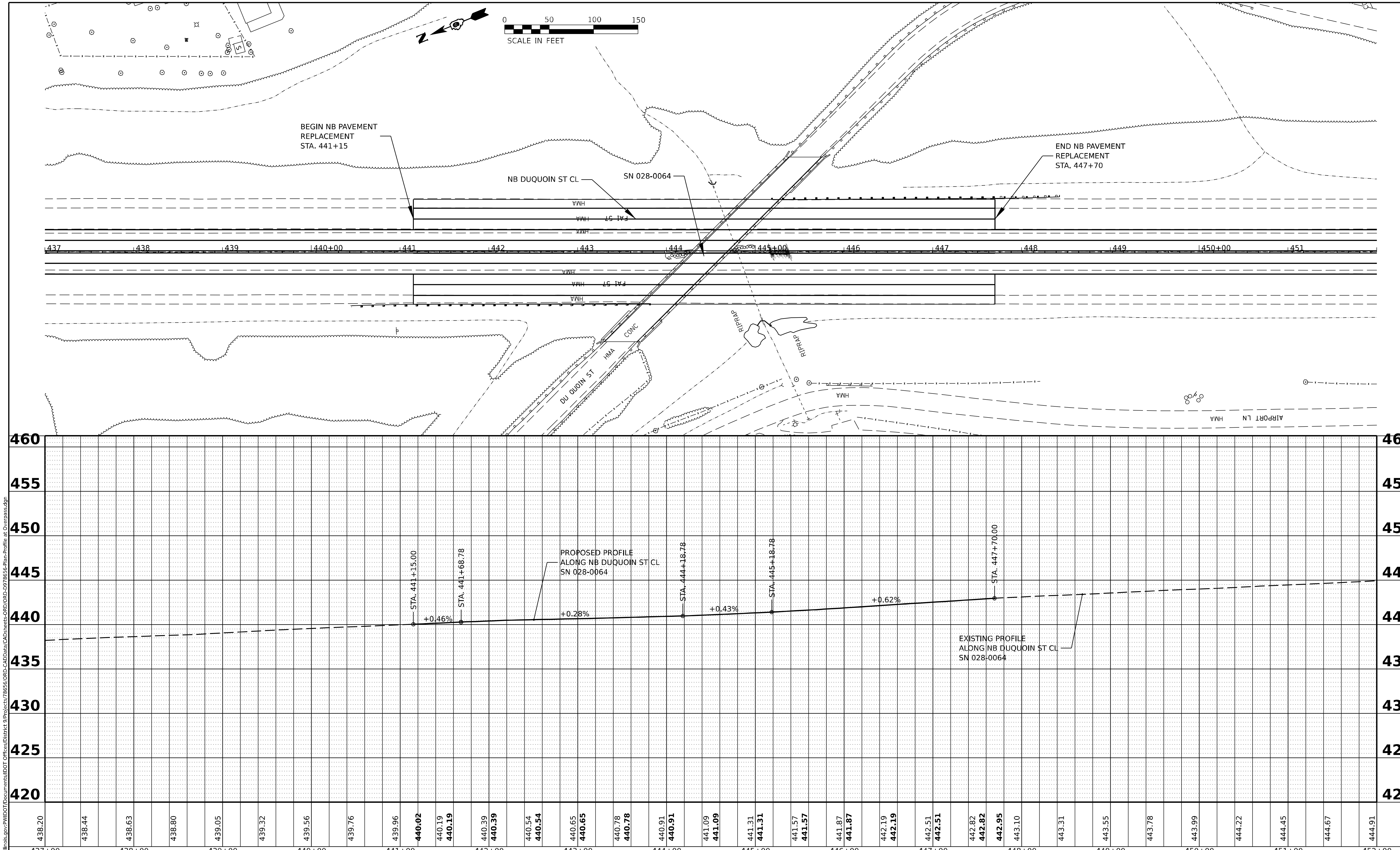
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB PETROFF RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	103
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: NB DuQuoin St [Sheet]
FILE NAME: pw://pwidot.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADD/Data/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dailyll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

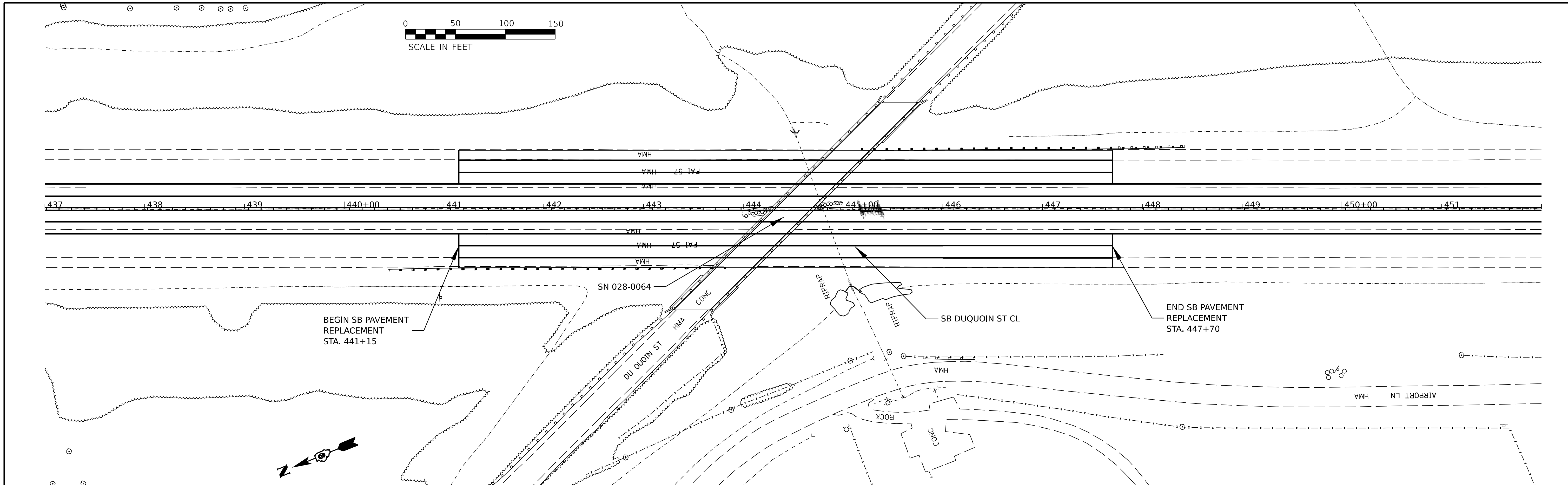
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

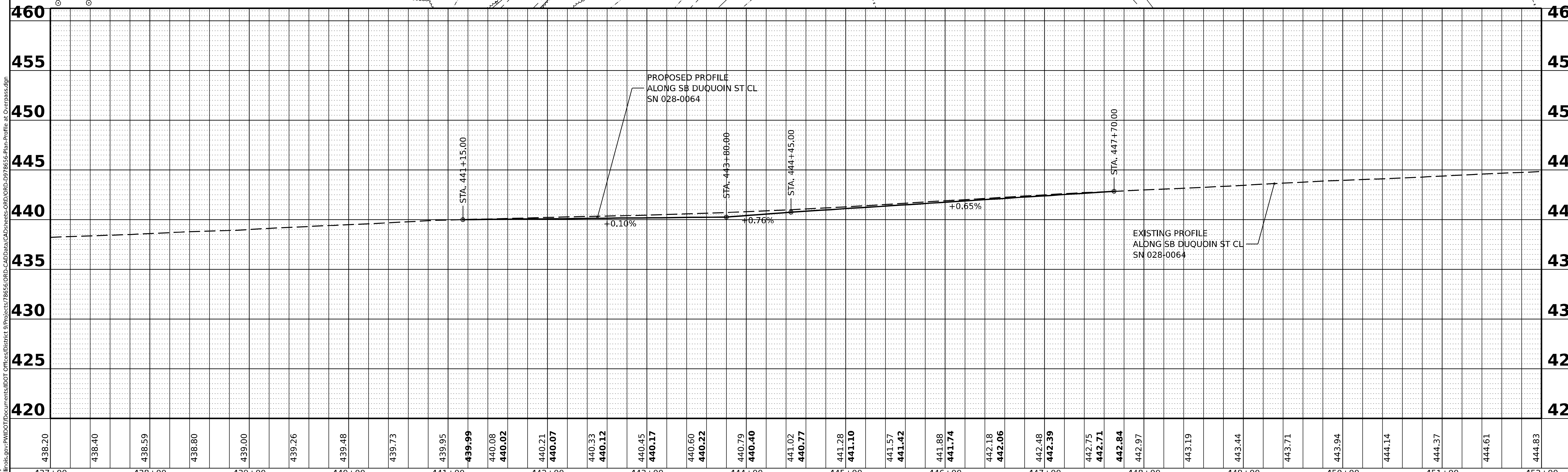
I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB DUQUOIN ST

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	104
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3





MODEL: SB DuQuoin St-2 [Sheet]
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USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

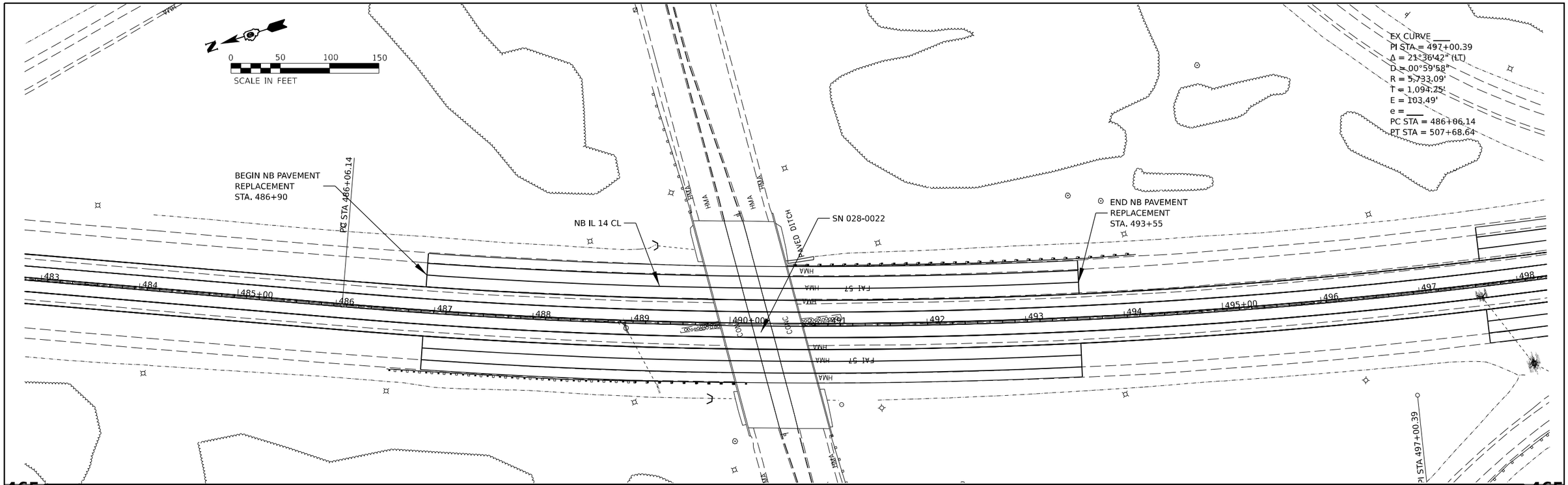
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

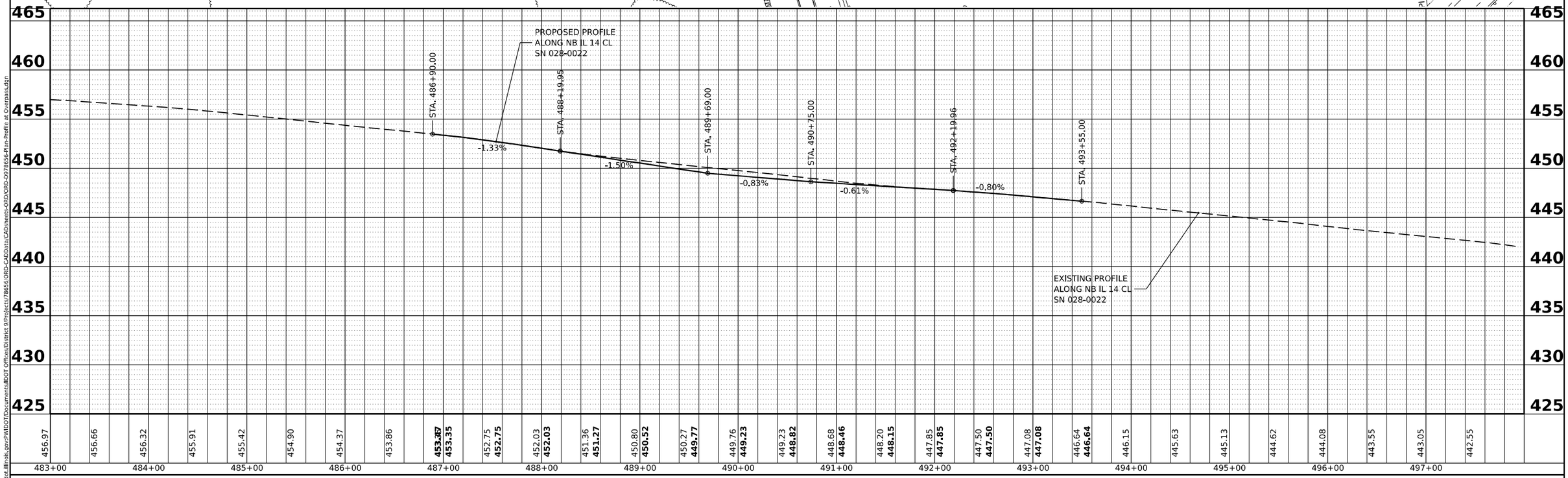
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB DUQUOIN ST

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	105
CONTRACT NO. 78656				
ILLINOIS FED. AID PROJECT				

*D9 I-57 Add Lane-4;(28-5)B-3





PLAN
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RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.A. NOTED
STRUCTURE NO'S CHK'D
NOTE BOOK
NO.
BY
DATE

MODEL: NB IL 14 [Sheet]
FILE NAME: pw://plantroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/Data/CADsheets-ORD/ORD-D9786S6-Plan-Profile at Overpass.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB ILLINOIS 14

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	106
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

R = 3,733.09'
T = 1,094.25'
E = 103.49'
e = ____
PC STA = 486+06.14
PT STA = 507+68.64

PC STA 486+06.14

PLAYED DITCH

BEGIN SB PAVEMENT
REPLACEMENT
STA. 486+90

SN 028-0022

SB IL 14 CL

END SB PAVEMENT
REPLACEMENT
STA. 493+55

PI STA 497+00.39

14 MAIN ST

0 50 100 150
SCALE IN FEET

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

PROPOSED PROFILE
ALO-NG SB IL 14 CL
SN 028-0022

STA. 486+90.00
STA. 489+90.00
STA. 490+94.00
STA. 493+55.00

-1.30%
-0.84%
-0.72%

EXISTING PROFILE
ALO-NG SB IL 14 CL
SN 028-0022

456.92	456.60	456.26	455.87	455.40	454.87	454.37	453.86	453.24 **453.32**	452.79 **452.64**	452.20 **451.96**	451.58 **451.28**	450.99 **450.60**	450.39 **449.93**	449.73 **449.30**	449.17 **448.88**	448.71 **448.46**	448.27 **448.10**	447.83 **447.74**	447.41 **447.38**	447.05 **447.02**	446.68 **446.66** **446.59**	446.21	445.75	445.26	444.73	444.19	443.67	443.16	442.63	442.01
483+00	484+00	485+00	486+00	487+00	488+00	489+00	490+00	491+00	492+00	493+00	494+00	495+00	496+00	497+00	498+00														

MODEL: SB IL 14 [Sheet]
FILE NAME: pw://pbnroom.dot.illinois.gov:PWBDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/data/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB ILLINOIS 14

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	107
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

EX CURVE
PI STA = 497+00.39
Δ = 21°36'42" (LT)
D = 00°59'58"
R = 5,733.09'
T = 1,094.25'
E = 103.49'
e = ____
PC STA = 486+06.14
PT STA = 507+68.64

BEGIN NB PAVEMENT REPLACEMENT STA. 497+65

NB RAMP

NB W WEBSTER ST CL

END NB PAVEMENT REPLACEMENT STA. 503+70

POE STA 507+68.00

SN 028-0063

BENTON

MOORE ST

HMA

HMACONC

CONC

ROCK

0 50 100 150
SCALE IN FEET

PROFILE

PROPOSED PROFILE ALONG NB W WEBSTER ST CL SN 028-0063

STA. 497+65.00
STA. 499+28.70
STA. 500+41.00
STA. 500+99.00
STA. 502+73.02
STA. 503+70.00

-1.33%
-1.48%
-0.64%
-0.91%
-0.92%

STA. 500+75
437.30

STA. 501+25
436.57

STA. 502+73.02
435.79

STA. 503+70
435.01

-1.45%
-0.53%
-0.82%

PROPOSED PROFILE ALONG NB RAMP CL

EXISTING PROFILE ALONG NB W WEBSTER ST CL SN 028-0063

455 450 445 440 435 430 425 420 415

446.22 445.70 445.20 444.69 444.15 443.62 443.12 442.62 **442.48** 442.03 **442.03** 441.36 **441.36** 440.68 **440.68** 440.06 **439.97** 439.53 **439.23** 439.01 **438.58** 438.50 **438.25** 437.99 **437.79** 437.47 **437.33** 436.92 **436.88** 436.40 **436.40** 435.95 **435.95** 435.83 435.53 435.05 434.56 434.04 433.45 432.88 432.34 431.78

494+00 495+00 496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB WEST WEBSTER ST

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	108
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

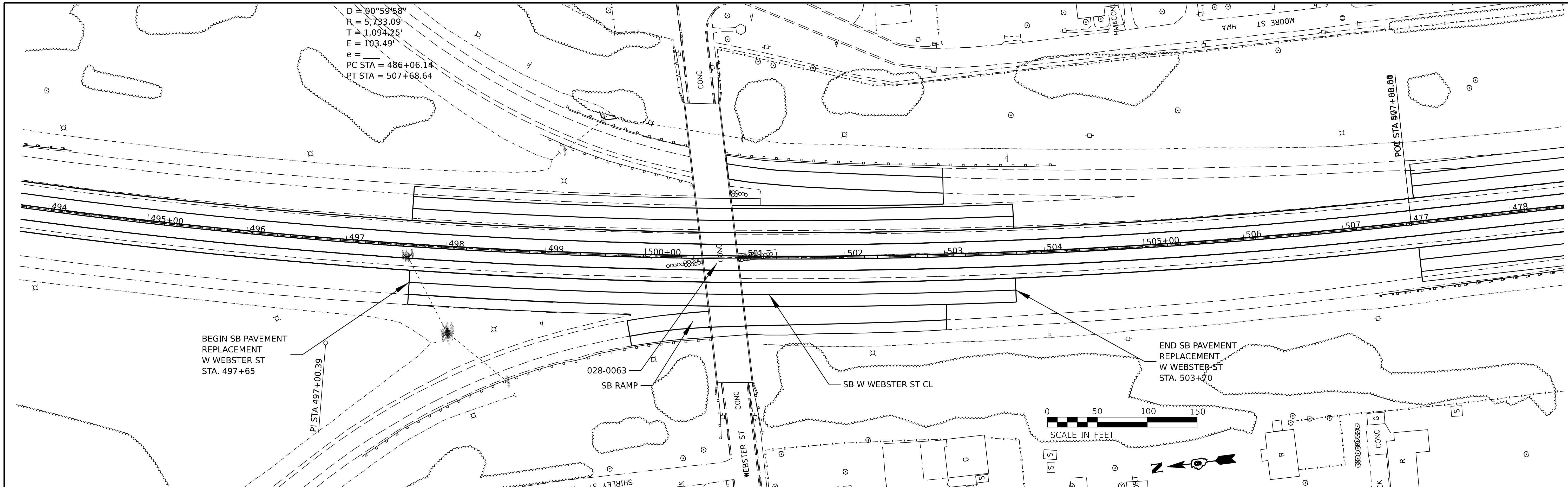
*D9 I-57 Add Lane-4;(28-5)B-3

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

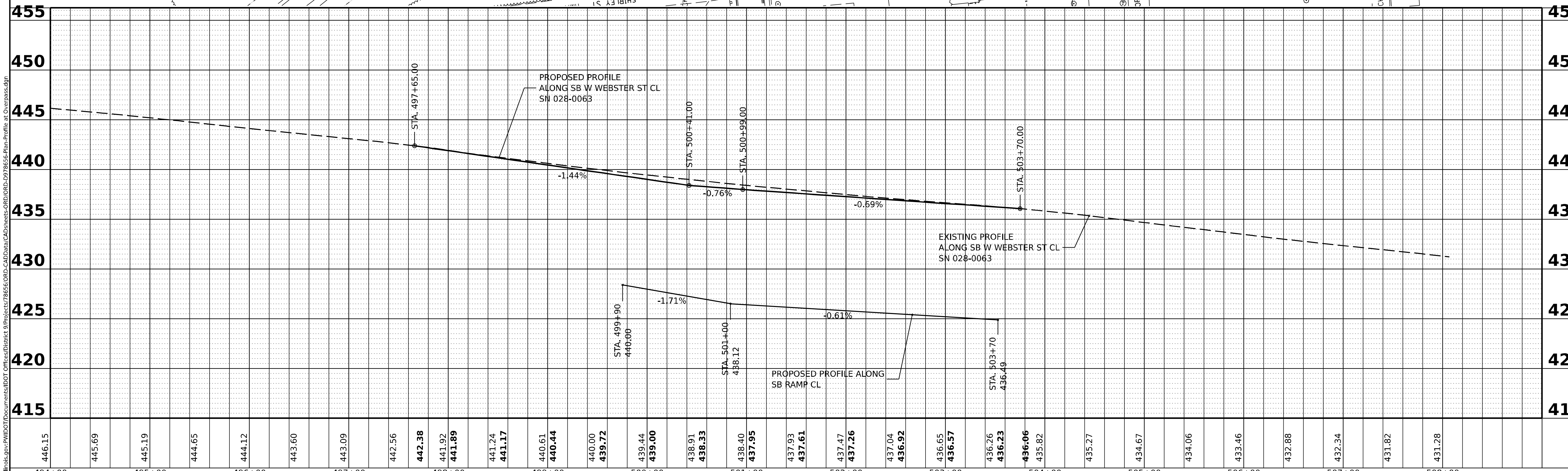
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, S.A. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

MODEL: NB Webster CL [Sheet]
FILE NAME: pw:///pbmroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/Data/CADsheets/ORD/ORD-D978656-Plan-Profile at Overpass.dgn

PLAN
NOTE BOOK
NO.____
SURVEYED ____
PLOTTED ____
ALIGNMENT CHECKED ____
RT. OF WAY CHECKED ____
CADD FILE NAME ____
BY
DATE



PROFILE
NOTE BOOK
NO.____
SURVEYED ____
PLOTTED ____
GRADES CHECKED ____
B.M. NOTED ____
STRUCTURE NOTAT'NS CH'KD ____
BY
DATE



MODEL: SB Webster CL [Sheet]
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

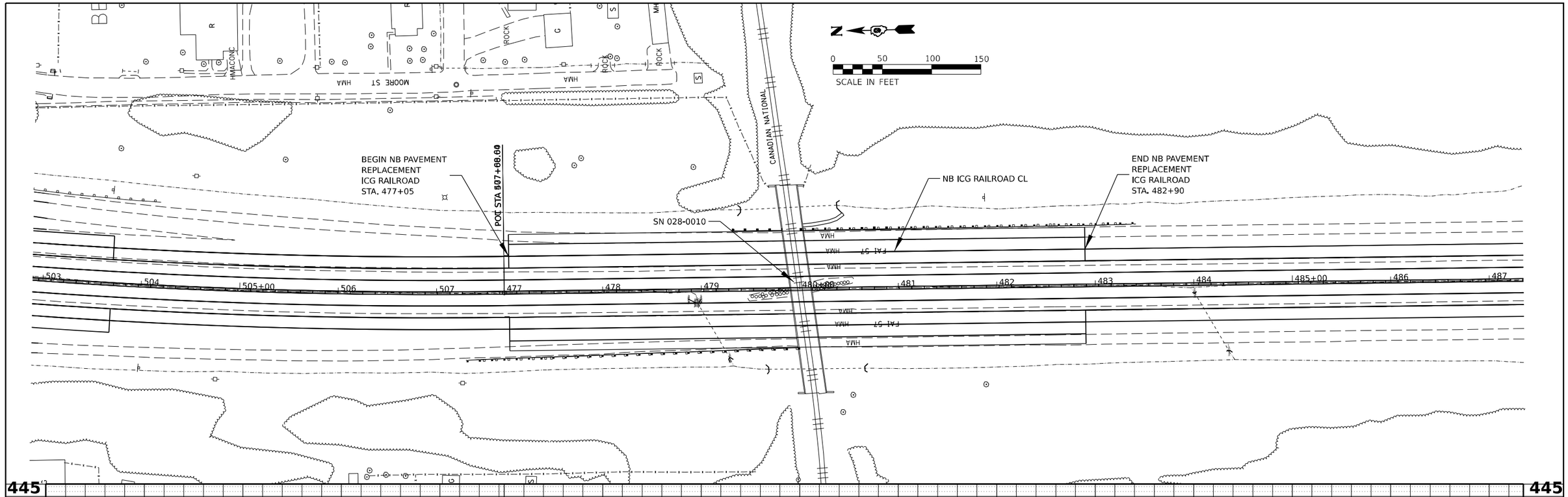
USER NAME = dailyll	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

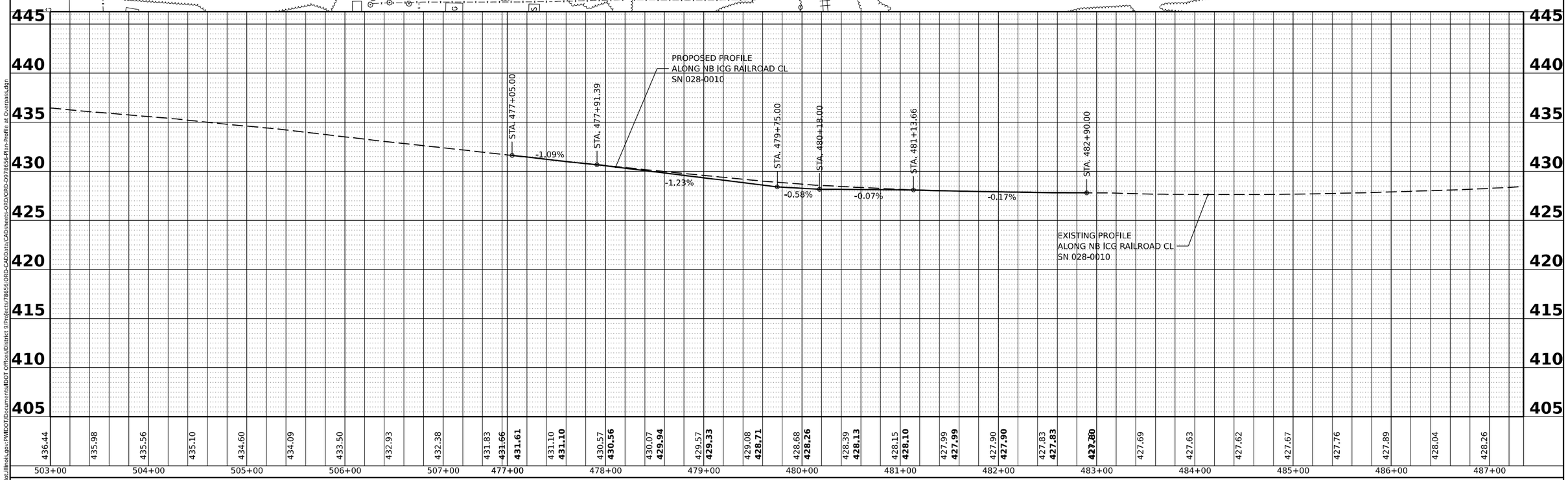
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB WEST WEBSTER ST

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	109
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3





PLAN
SURVEYED
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ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NO(S).
BY
DATE

MODEL: NB RR CL [Sheet]
FILE NAME: pw://plannroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/Data/CAD/sheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dallyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

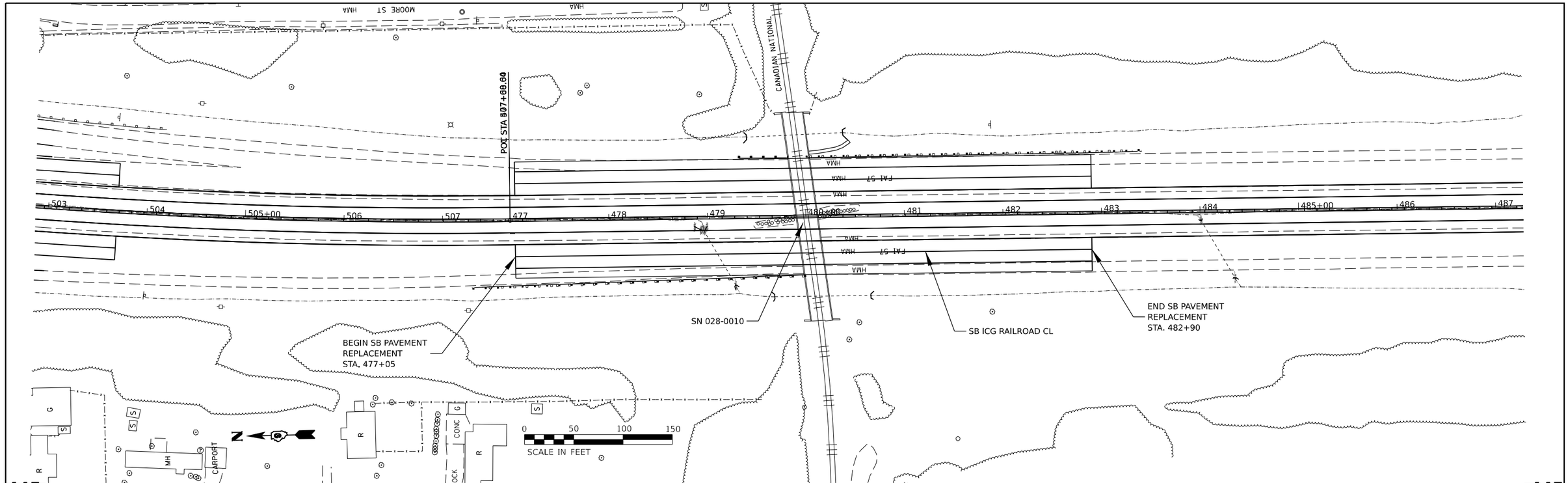
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

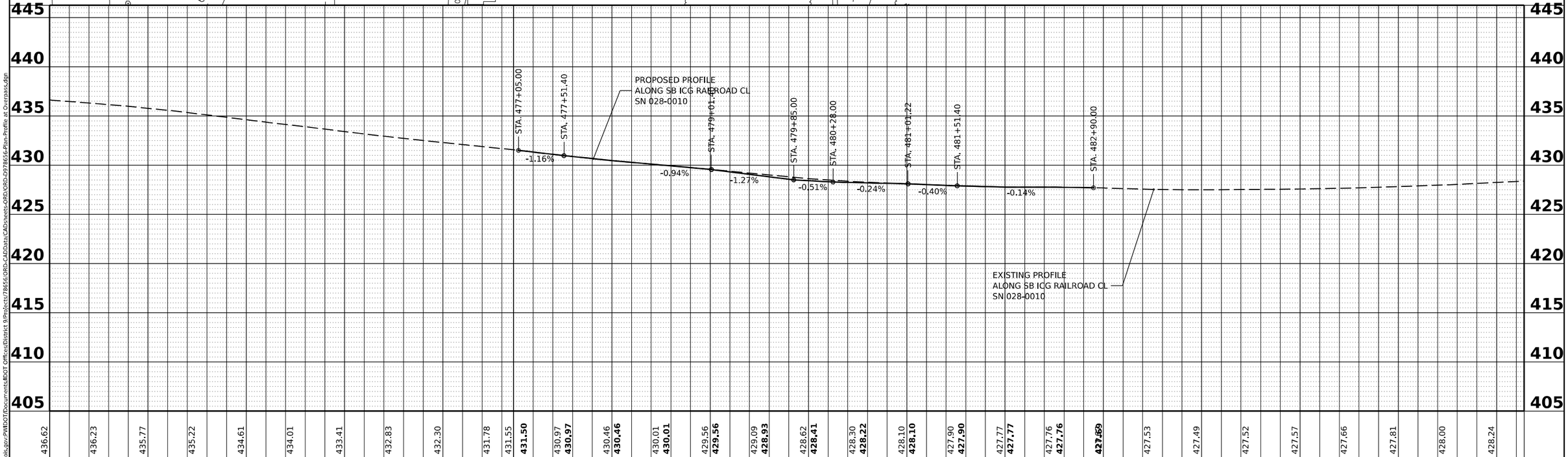
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB ICG RAILROAD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	110
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3





PLAN
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BY
DATE

PROFILE
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PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
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DATE

MODEL: SB RR CL [Sheet]
FILE NAME: pw://pbnroom.dot.illinois.gov:PWDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

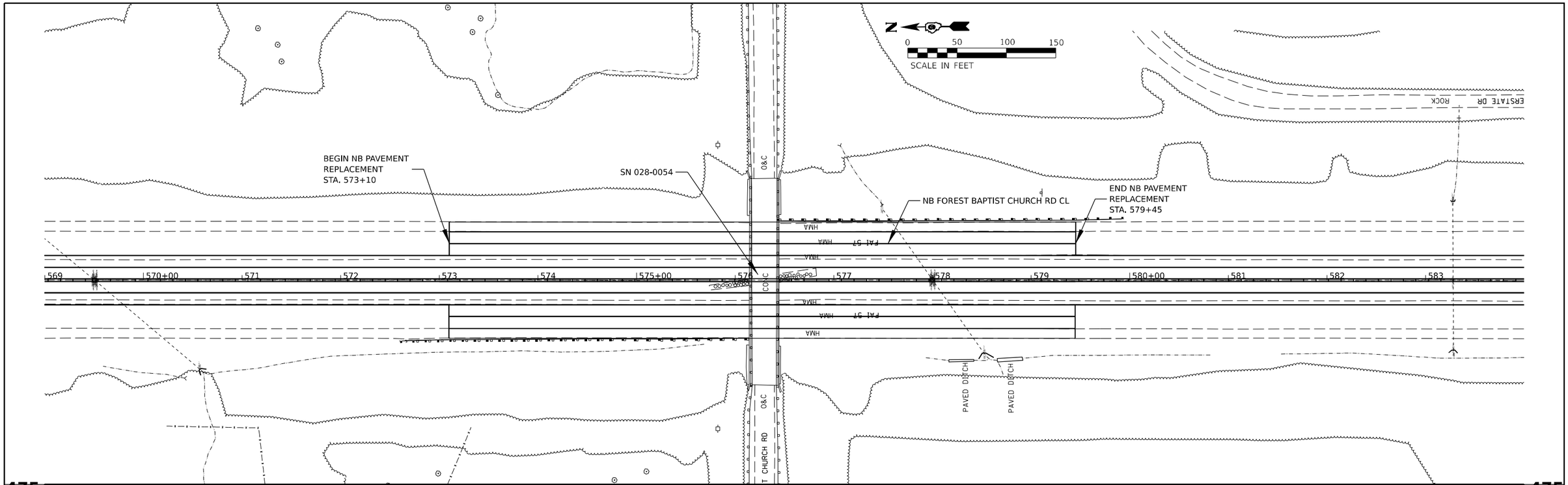
USER NAME = dailyll	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

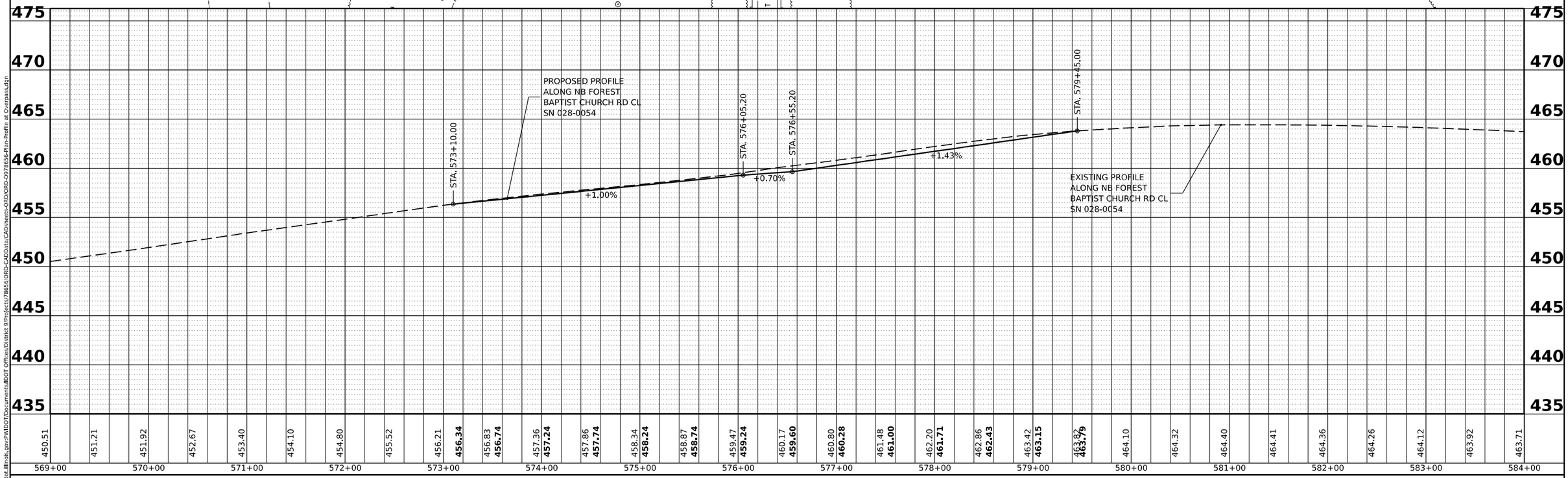
I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB ICG RAILROAD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	111
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3





PLAN
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ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
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BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.A. NOTED
STRUCTURE NO(S).
BY
DATE

MODEL: NB FBC CL (Sheet)
FILE NAME: pw://plaintroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/Data/CADsheets-ORD/ORD-D978656-Plan-Profile at Overpass.dgn

USER NAME = dailyll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

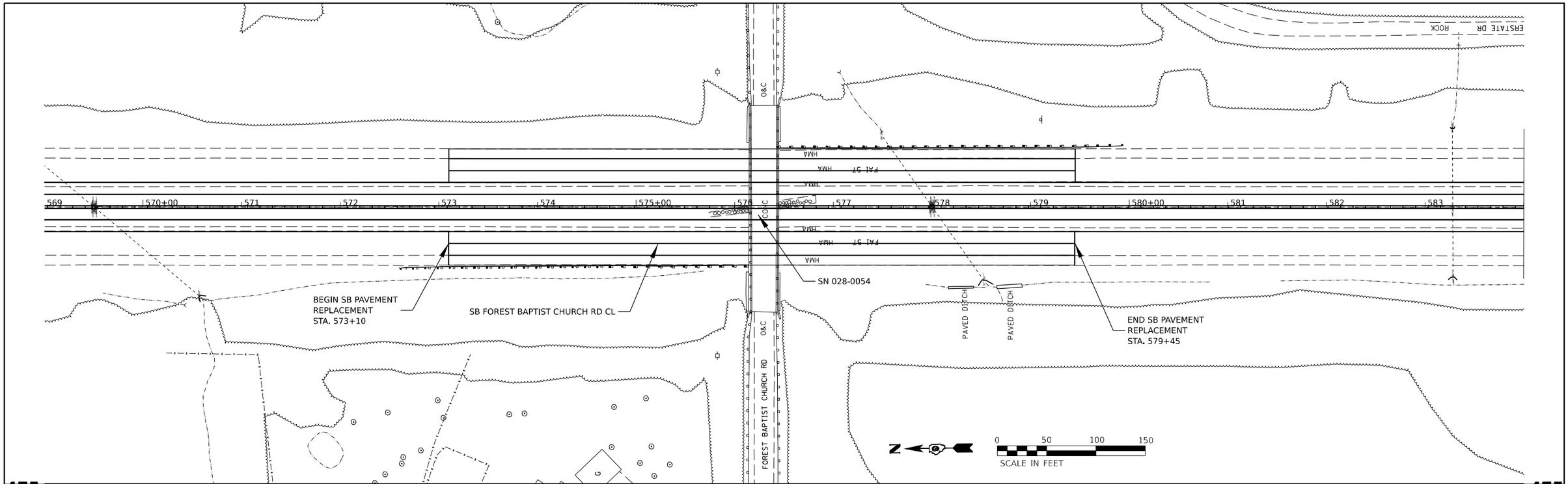
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

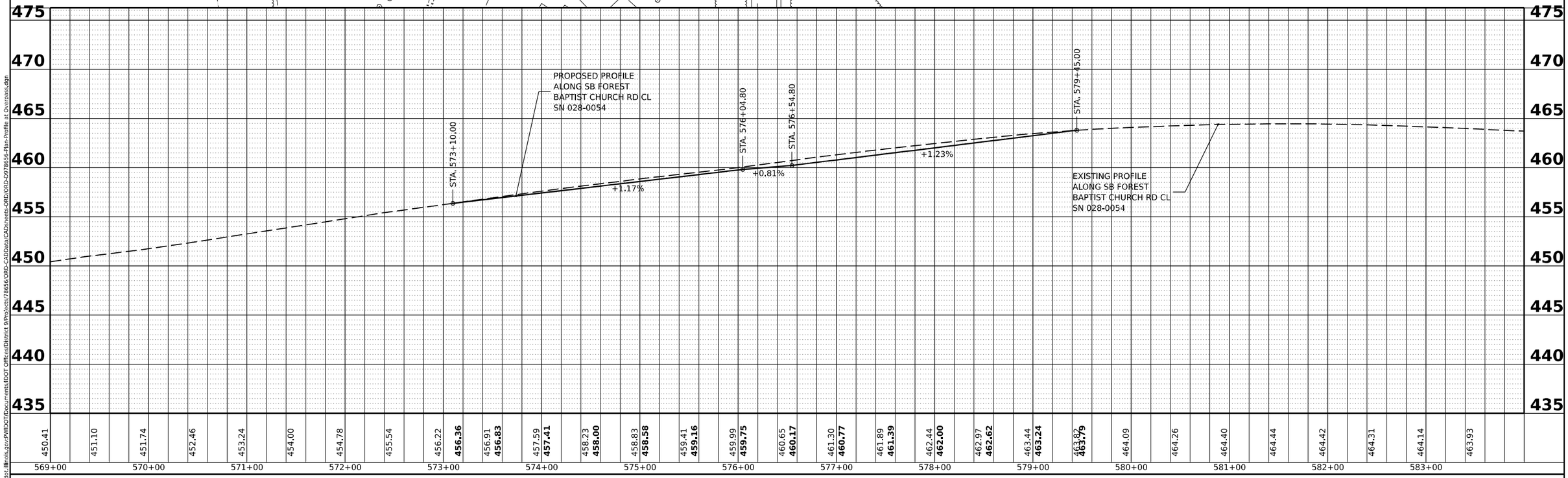
I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB FOREST BAPTIST CHURCH RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	112
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3





PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.A. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: SB FBC CL (Sheet)
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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

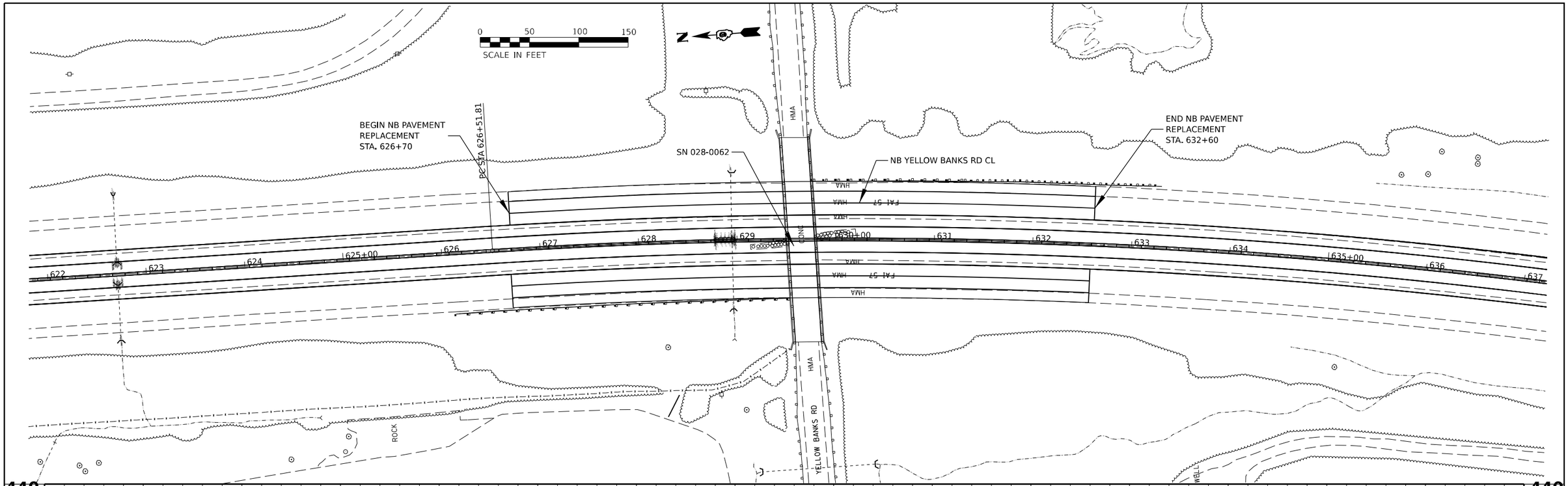
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

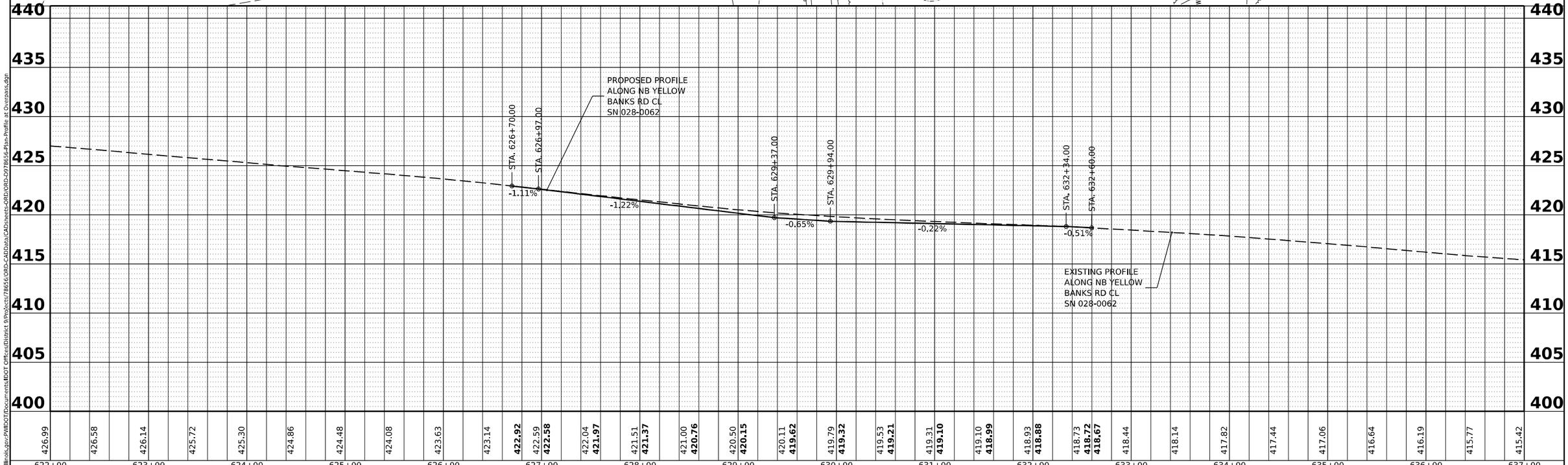
I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB FOREST BAPTIST CHURCH RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	113
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3





PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: NB YB CL (Sheet1
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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB YELLOW BANKS RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	114
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

PLAN

SURVEYED
PLOTTED
ASSIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

NOTE BOOK
NO.

BY

DATE

PC STA 626+51.81

HMA

CONC

FAI 57

622 623 624 625+00 626 627 628 629 630+00 631 632 633 634 635+00 636 637

SN 028-0062

BEGIN SB PAVEMENT
REPLACEMENT
STA. 626+70

SB YELLOW BANKS RD CL

END SB PAVEMENT
REPLACEMENT
STA. 632+60

ROCK

YELLOW BANKS RD

OIL WELL

0 50 100 150
SCALE IN FEET

PROFILE

SURVEYED
PLOTTED
GRIDDED CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
NO.

BY

DATE

PROPOSED PROFILE
ALONG SB YELLOW
BANKS RD CL
SN 028-0062

STA. 626+70.00
STA. 627+45.00
STA. 629+37.00
STA. 629+94.00
STA. 632+34.00
STA. 632+60.00

-1.12%
-1.17%
-0.67%
-0.20%
-0.45%

EXISTING PROFILE
ALONG SB YELLOW
BANKS RD CL
SN 028-0062

440 435 430 425 420 415 410 405 400

427.02	426.61	426.20	425.81	425.38	424.94	424.51	424.11	423.65	423.13	**422.89**	422.53	**422.55**	422.00	**421.99**	421.51	**421.41**	421.03	**420.82**	420.53	**420.23**	420.11	**419.71**	419.78	**419.41**	419.50	**419.31**	419.31	**419.20**	419.14	**419.10**	418.97	**418.97**	418.75	**418.74**	**418.70**	418.42	418.03	417.64	417.17	416.72	416.35	416.02	415.70

622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00 633+00 634+00 635+00 636+00

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

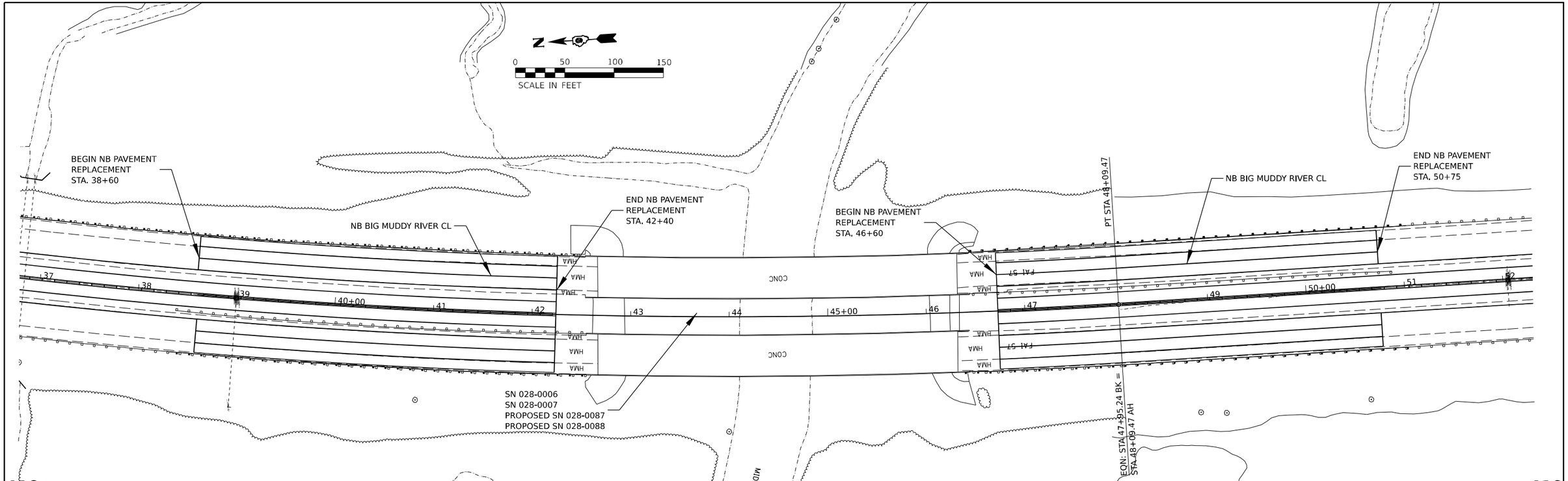
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB YELLOW BANKS RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

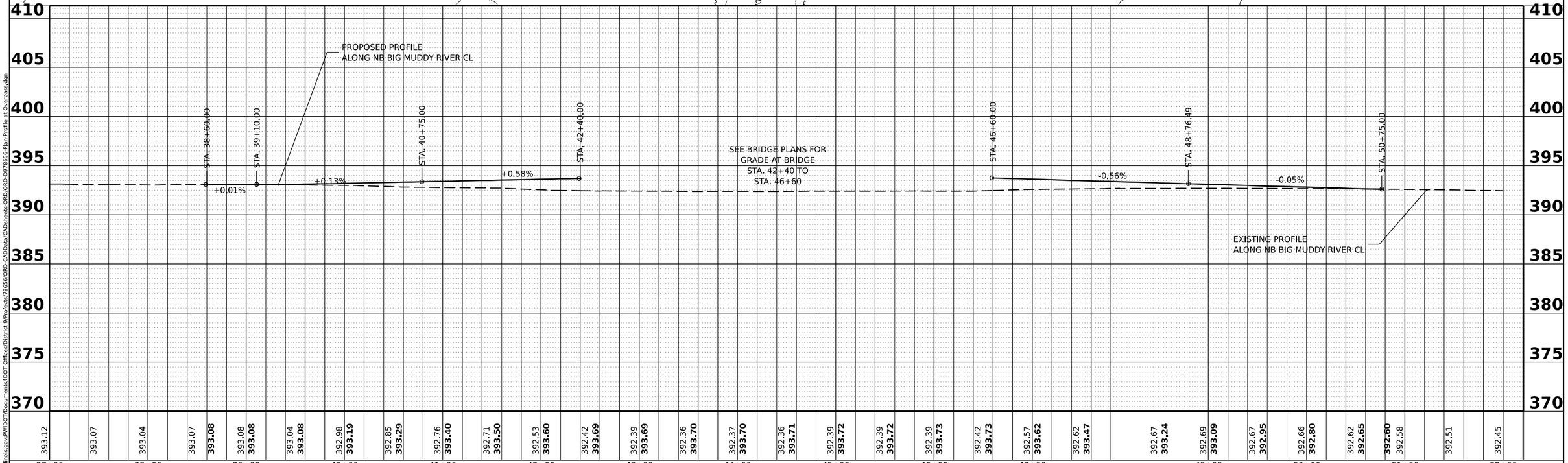
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	115
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

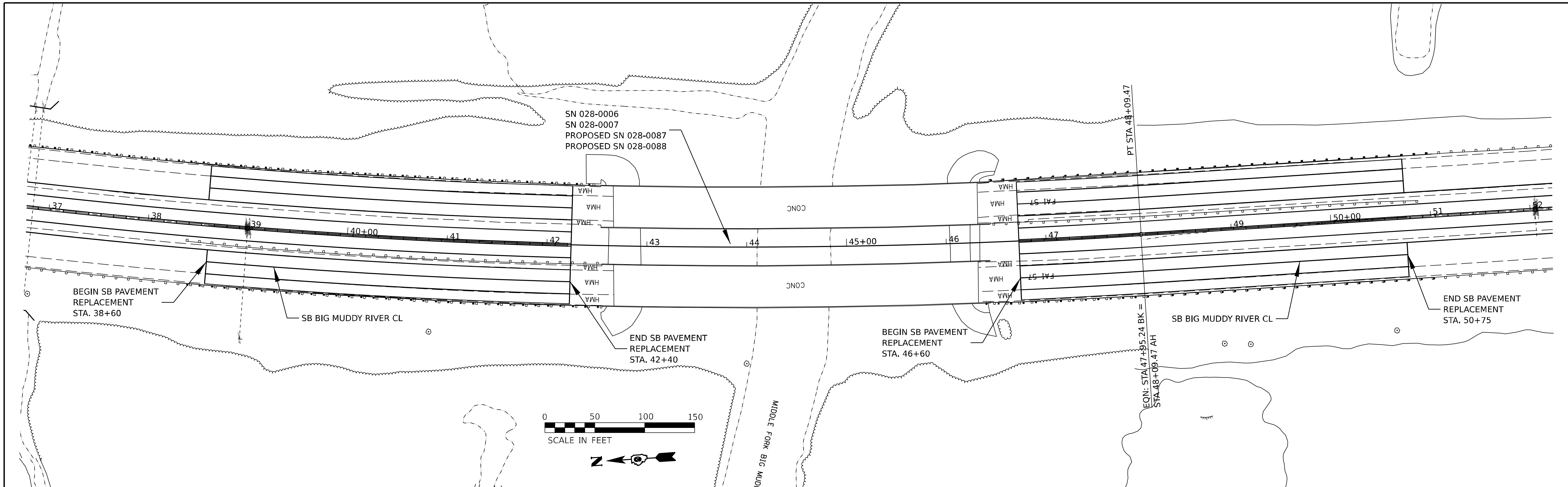
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

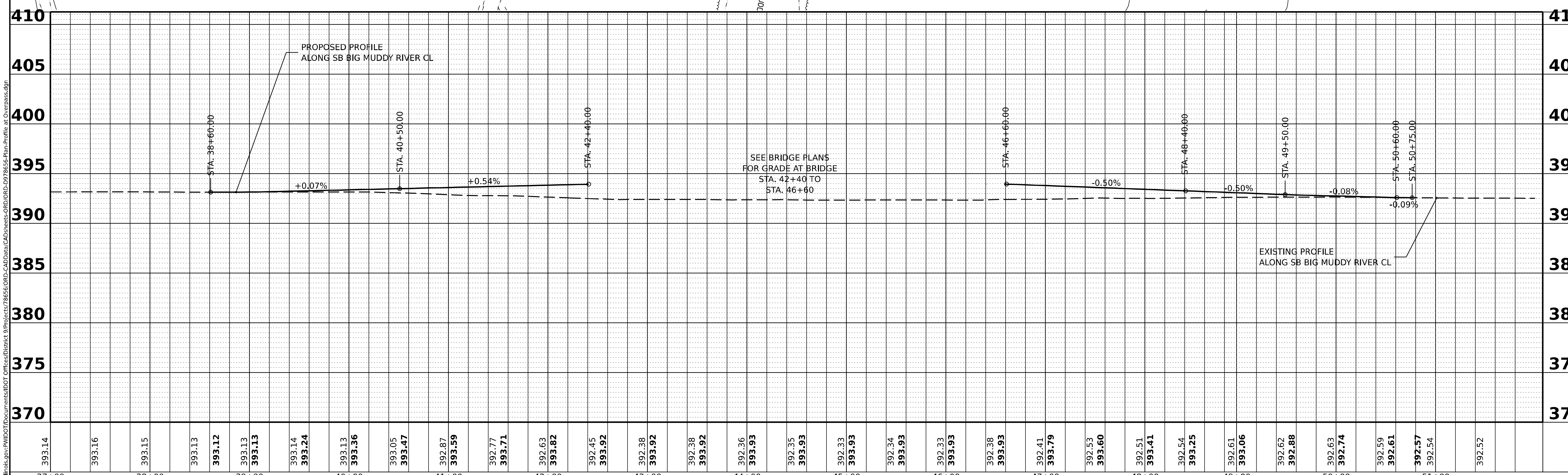
I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
NB BIG MUDDY RIVER BRIDGE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	116
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3





PLAN — NOTE BOOK NO. ___ — SURVEYED ___ PLOTTED ___ ALIGNMENT CHECKED ___ RT. OF WAY CHECKED ___ CADD FILE NAME ___ — BY — DATE

PROFILE — NOTE BOOK NO. ___ — SURVEYED ___ PLOTTED ___ GRADES CHECKED ___ B.M. NOTED ___ STRUCTURE NOTAT'NS CH'KD ___ — BY — DATE

MODEL: SB BM CL [Sheet]
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PLOT DATE	= 5/7/2021	DATE -	REVISED -

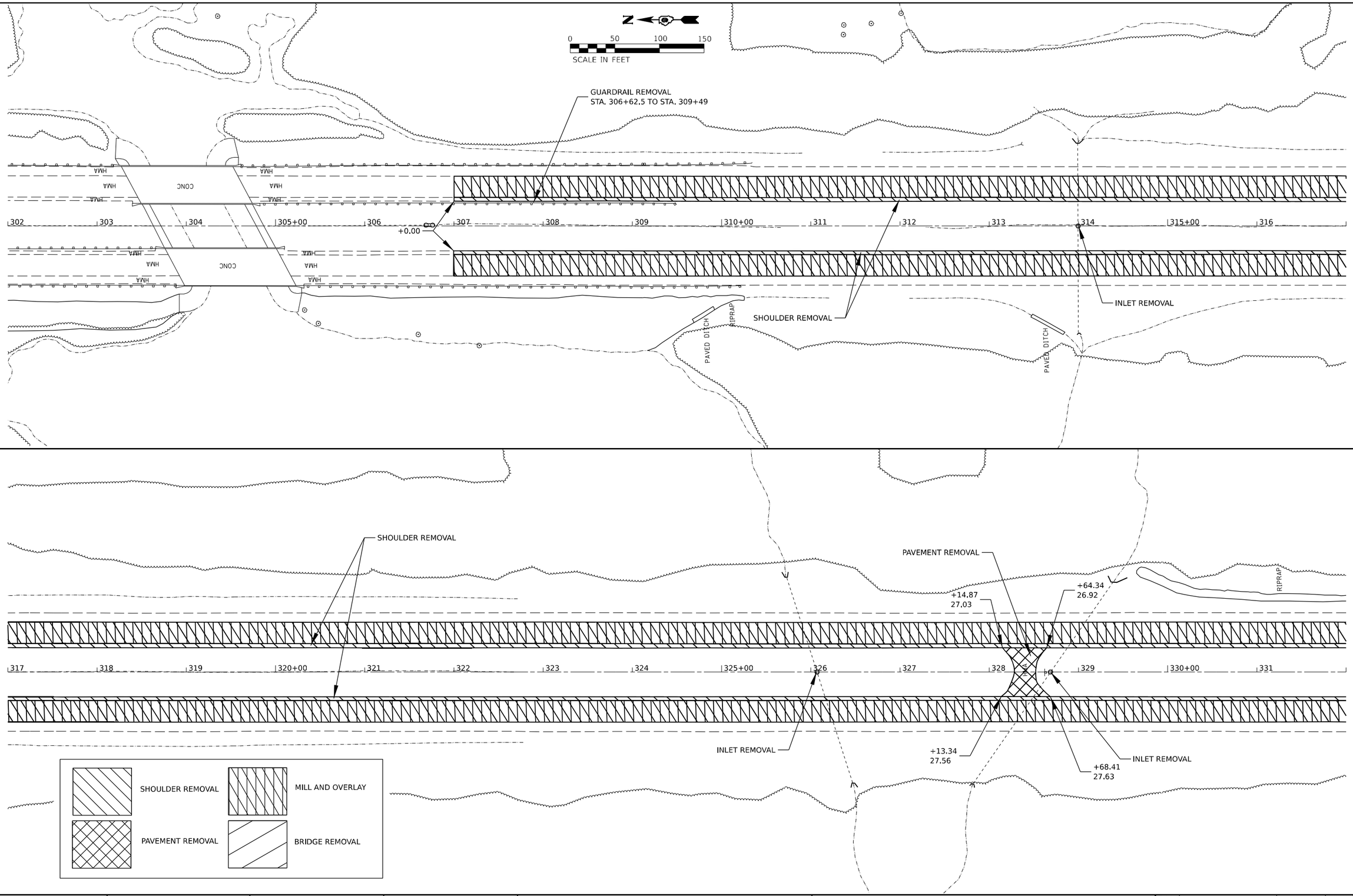
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 PAVEMENT REPLACEMENT PLAN / PROFILE
SB BIG MUDDY RIVER BRIDGE

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	117
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

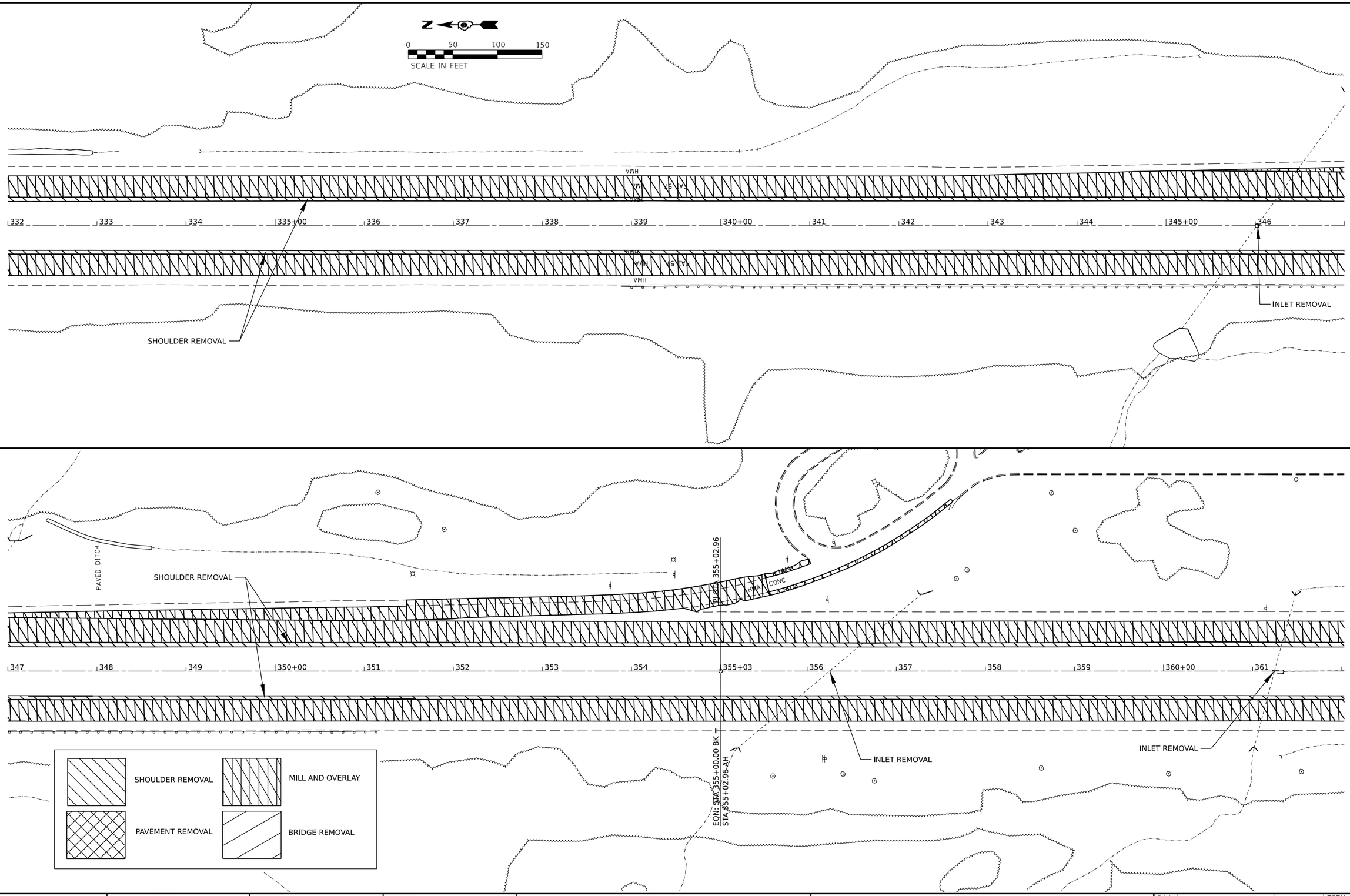
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	118
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

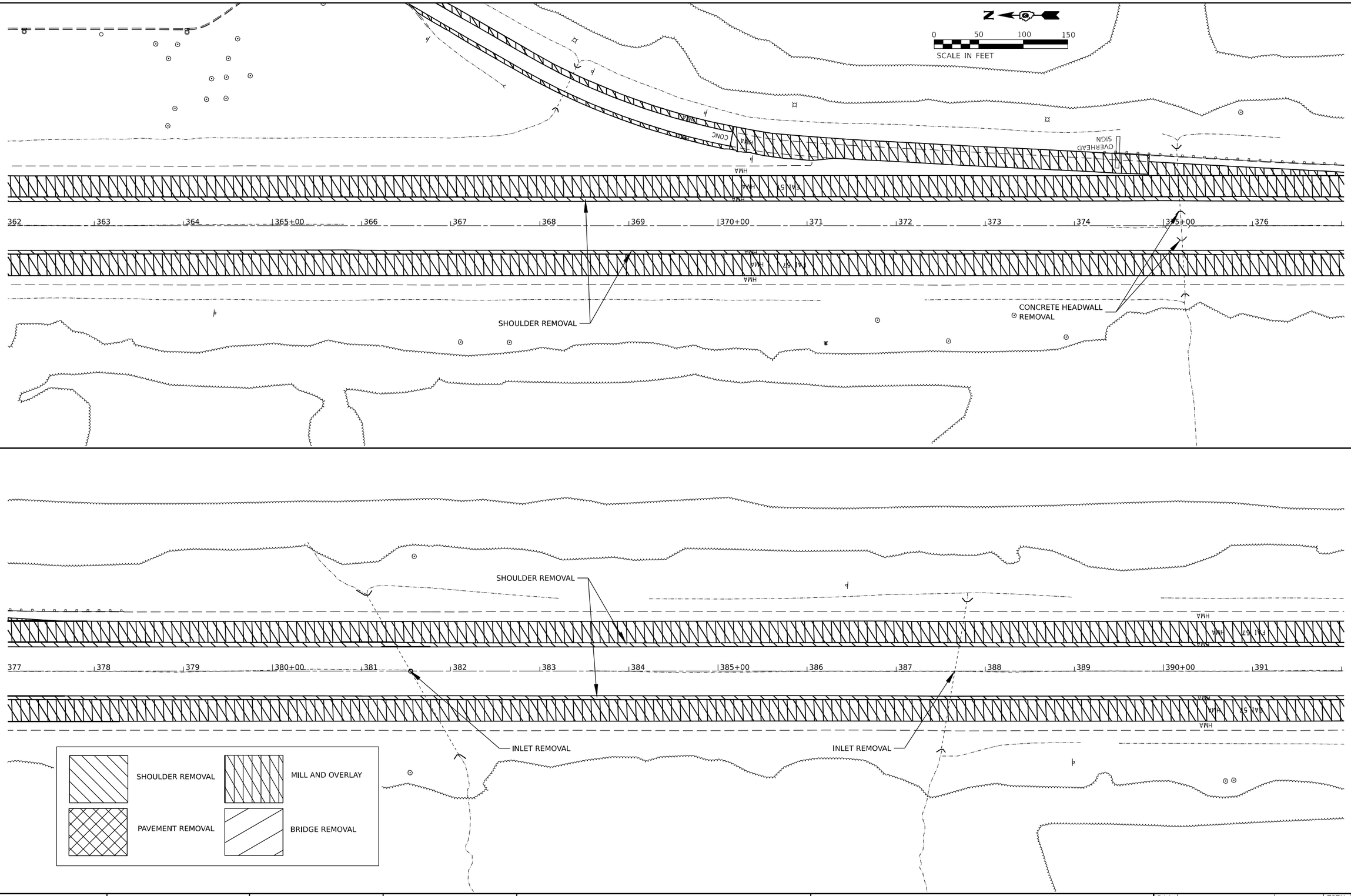
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	119
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

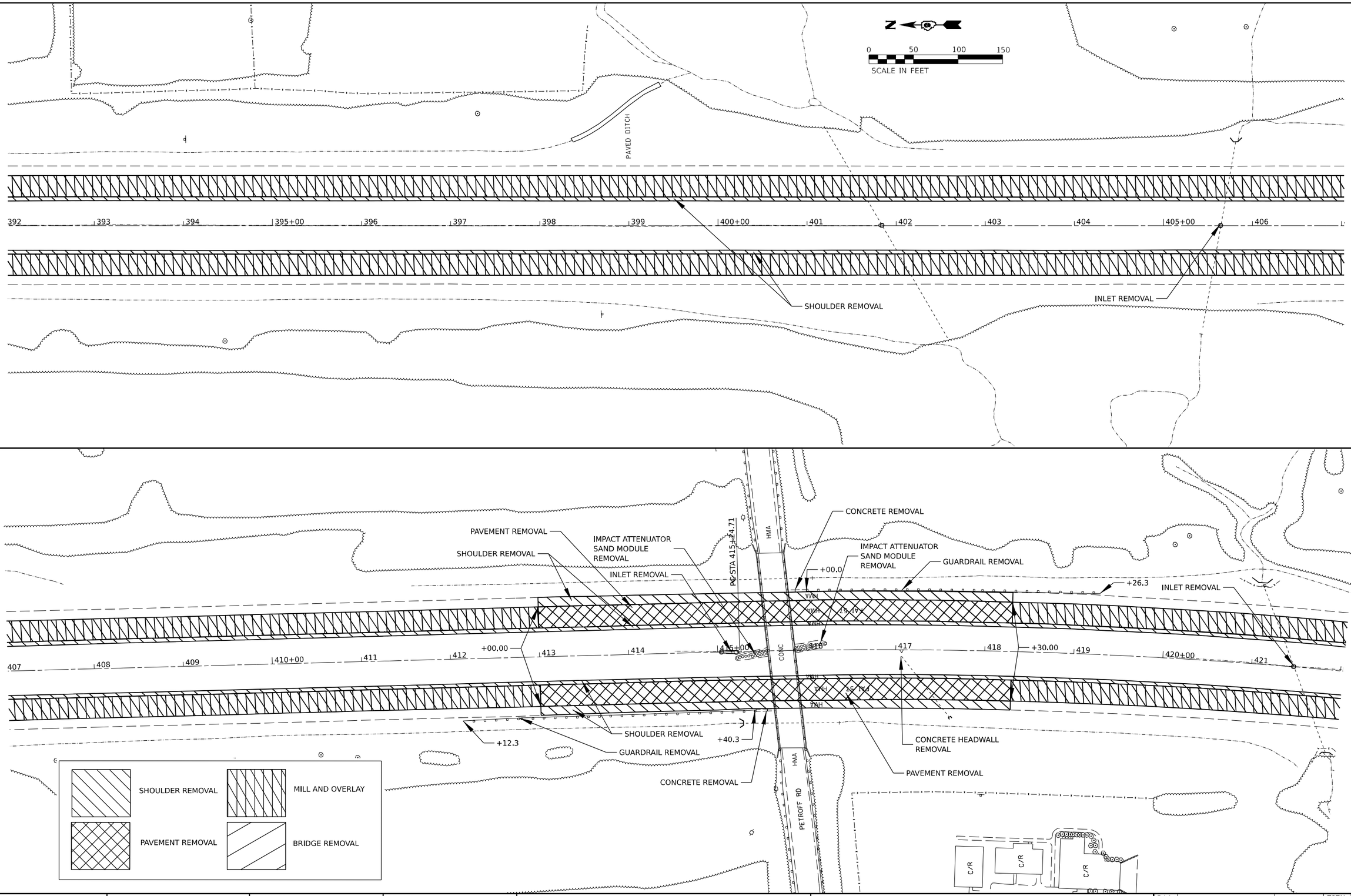
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	120
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28•5)B-3



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	121
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

*D9 I-57 Add Lane-4:(28-5)B-3

SCALE IN FEET 0 50 100 150

N

PI STA 425+48.73

PT STA 435+51.38

EX CURVE
PI STA = 425+48.73
Δ = 20°13'53" (RT)
D = 00°59'57"
R = 5,784.88'
T = 1,024.01'
E = 90.71'
e =
PC STA = 415+24.71
PT STA = 435+51.38

SHOULDER REMOVAL

INLET REMOVAL

PAVED DITCH

IMPACT ATTENUATOR SAND MODULE REMOVAL

PAVEMENT REMOVAL

GUARDRAIL REMOVAL

+15.0

+30.4

+43.1

+44.2

+69.0

+70.0

SHOULDER REMOVAL

PAVEMENT REMOVAL

IMPACT ATTENUATOR SAND MODULE REMOVAL

INLET REMOVAL

GUARDRAIL REMOVAL

SHOULDER REMOVAL

MILL AND OVERLAY

PAVEMENT REMOVAL

BRIDGE REMOVAL

DU QUOIN ST

AIRPORT LN

RIPRAP

CONC

HMA

ROCK

POOL

USER NAME = dallyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	122
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

MODEL: Removal Franklin8-3 [Sheet]
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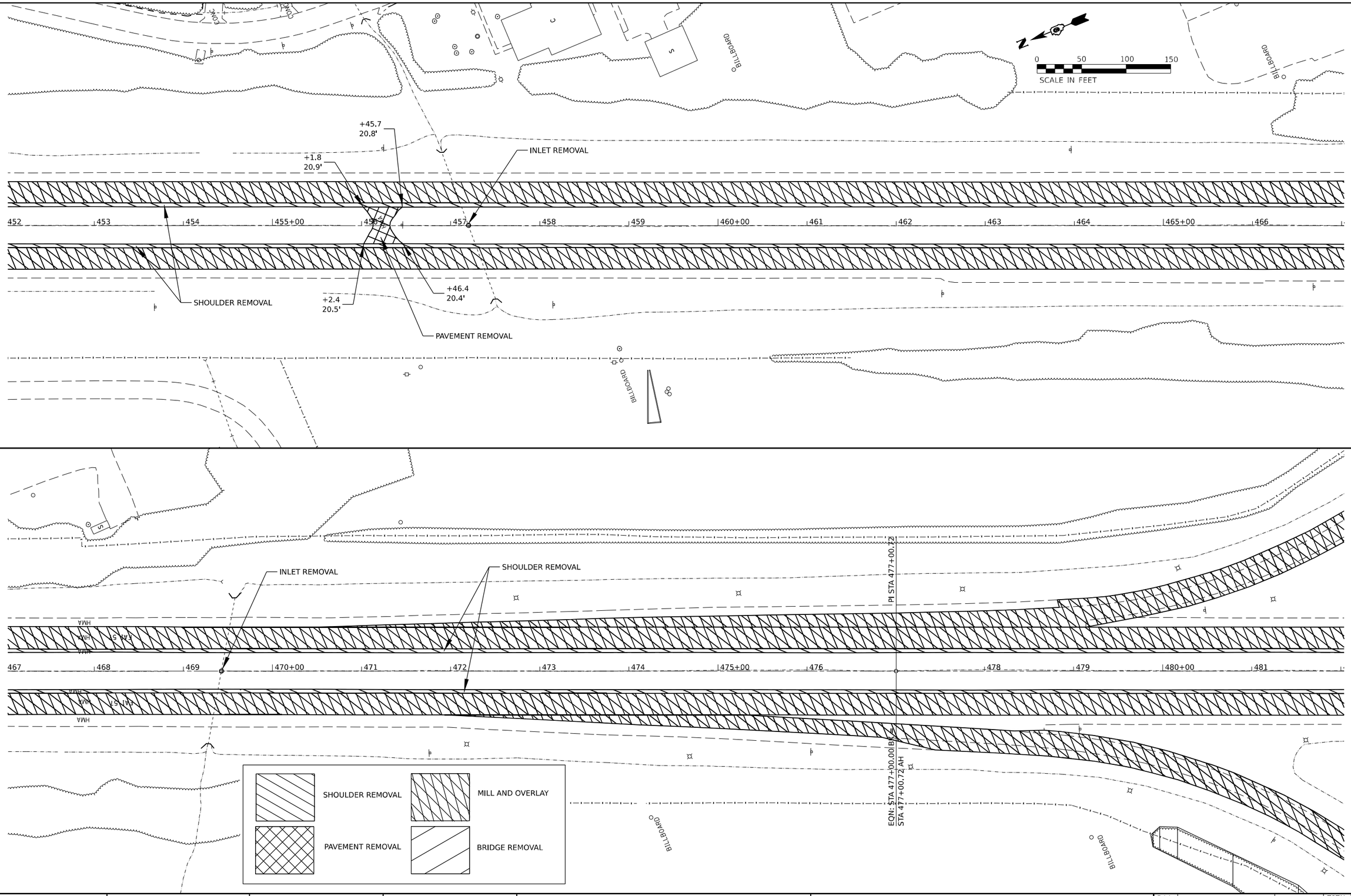

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PLOT DATE = 5/7/2021	DATE -	REVISED -

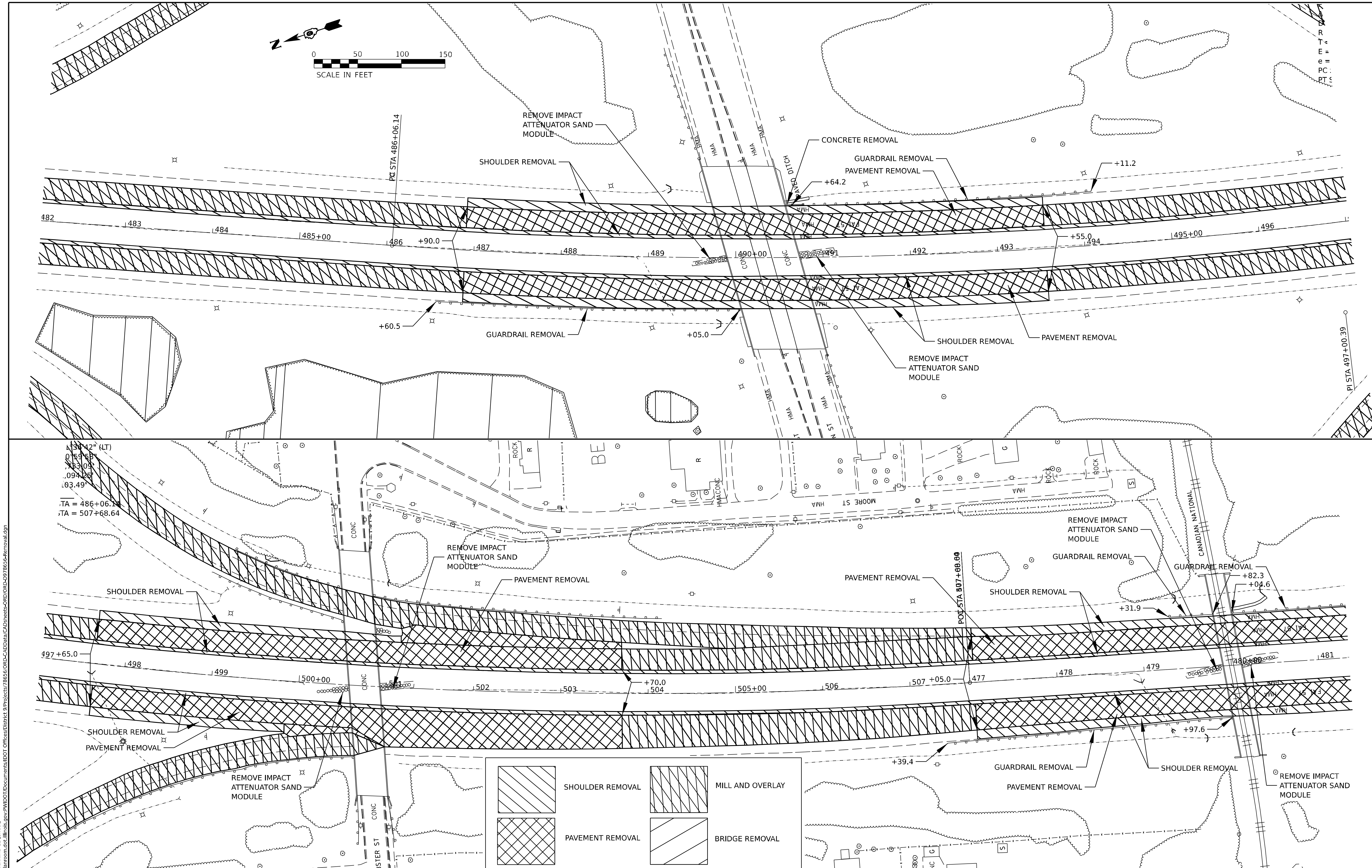
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	123
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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	DRAWN	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

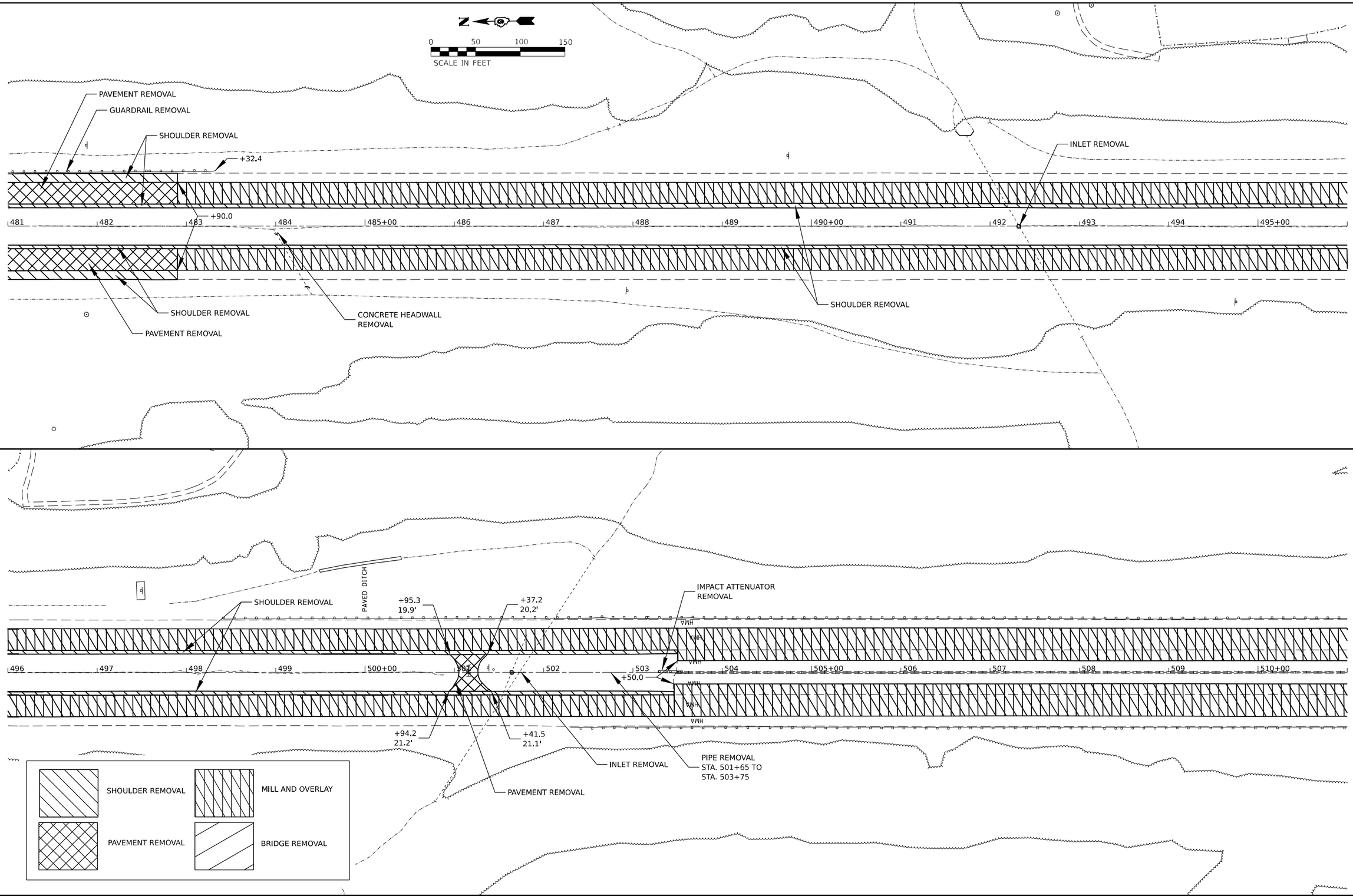
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	124
		CONTRACT NO. 78656		
		ILLINOIS FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

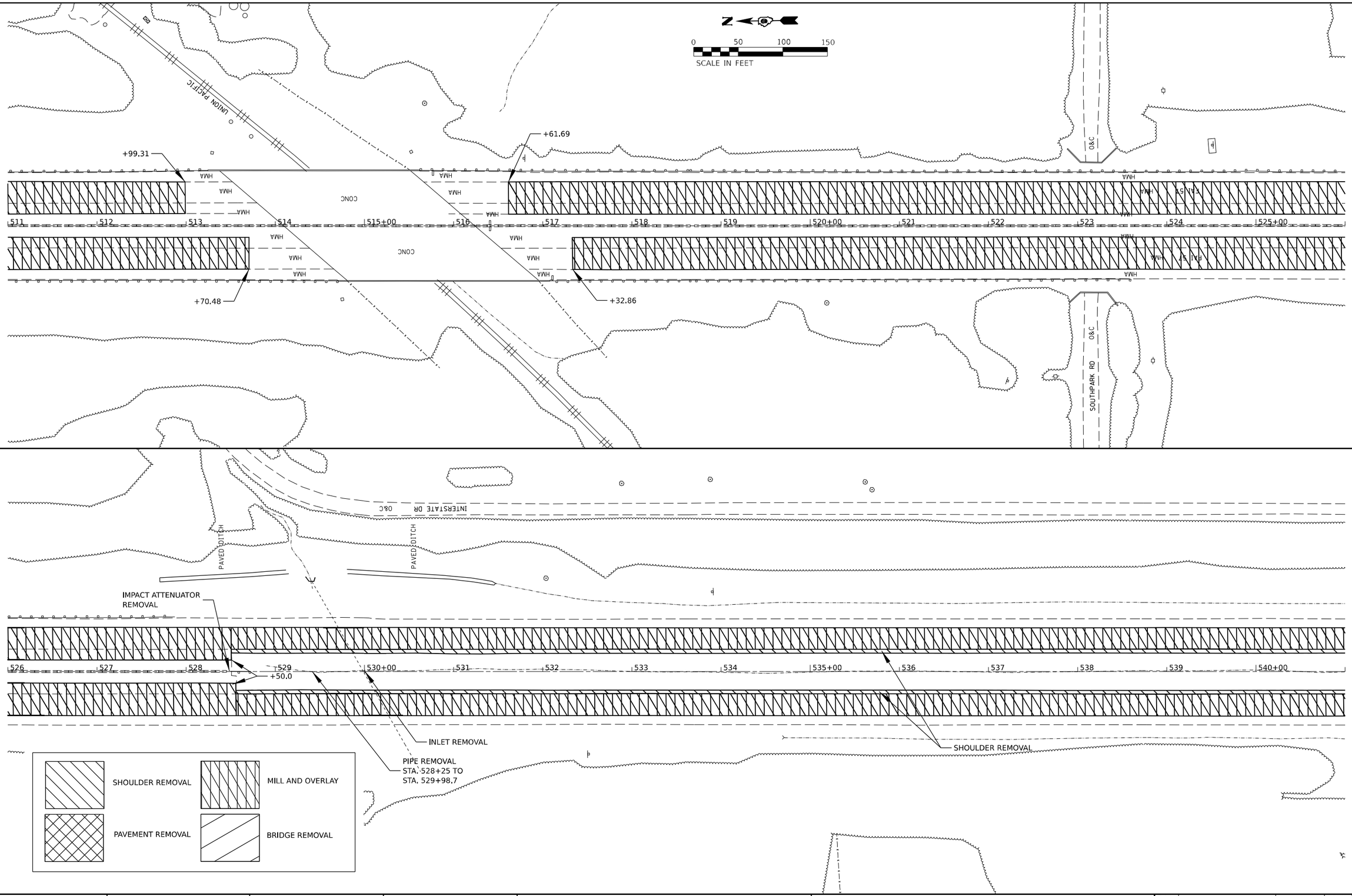
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	125
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	126
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

0 50 100 150
SCALE IN FEET

INTERSTATE DR

PI STA 550+01.22

EQN: STA 550+00.00 BK = STA 550+01.22 AH

541 542 543 544 545+00 546 547 548 549 551 552 553 554 555+00

CONCRETE HEADWALL REMOVAL

CONCRETE HEADWALL REMOVAL

SHOULDER REMOVAL

PAVED DITCH

PAVED DITCH

SHOULDER REMOVAL

INLET REMOVAL

INLET REMOVAL

INLET REMOVAL

INLET REMOVAL

556 557 558 559 560+00 561 562 563 564 565+00 566 567 568 569 570+00

SHOULDER REMOVAL

MILL AND OVERLAY

PAVEMENT REMOVAL

BRIDGE REMOVAL

MODEL: Removal Franklin4x4 (Sheet)
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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

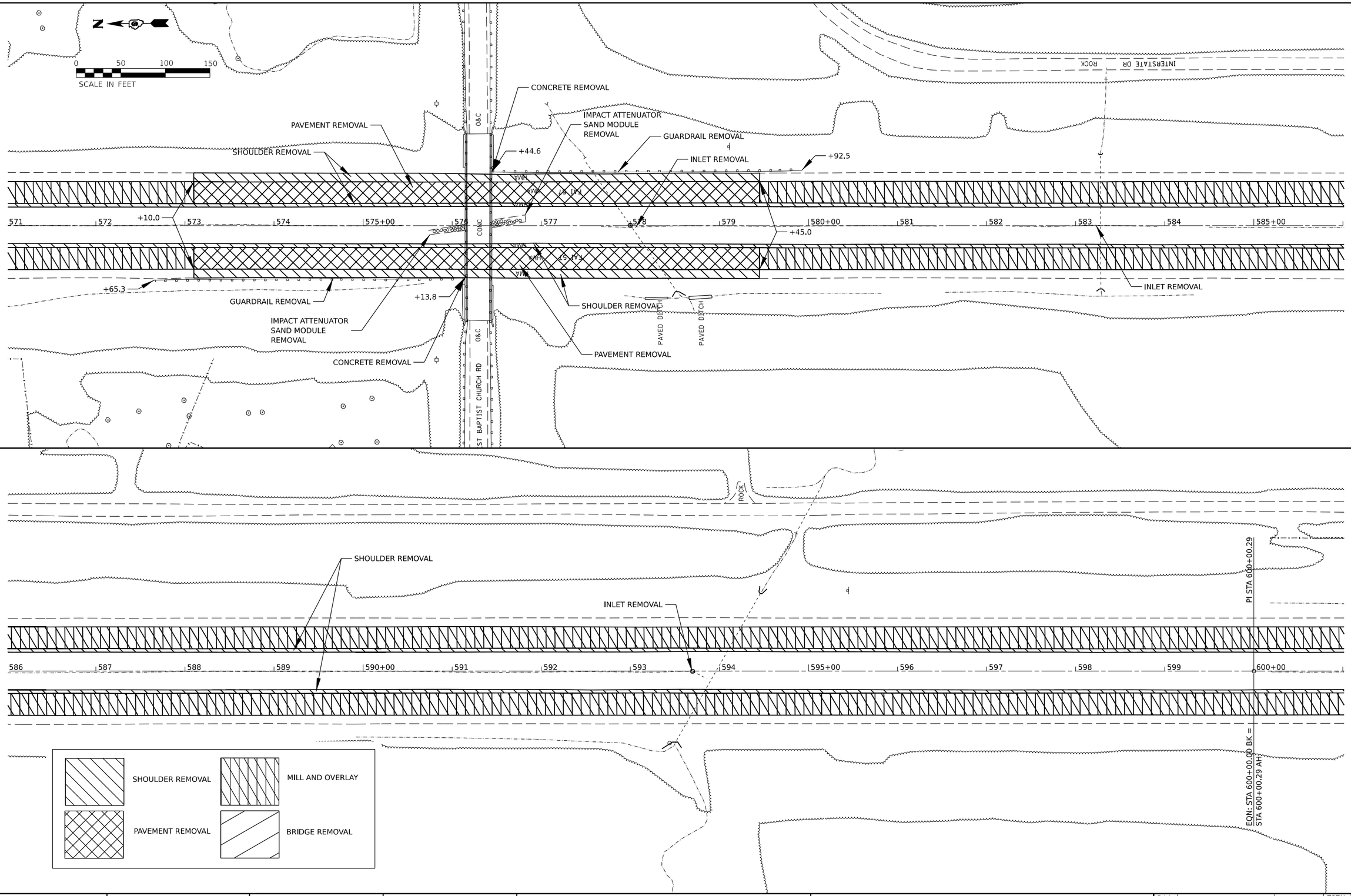
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	127
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28•5)B-3



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

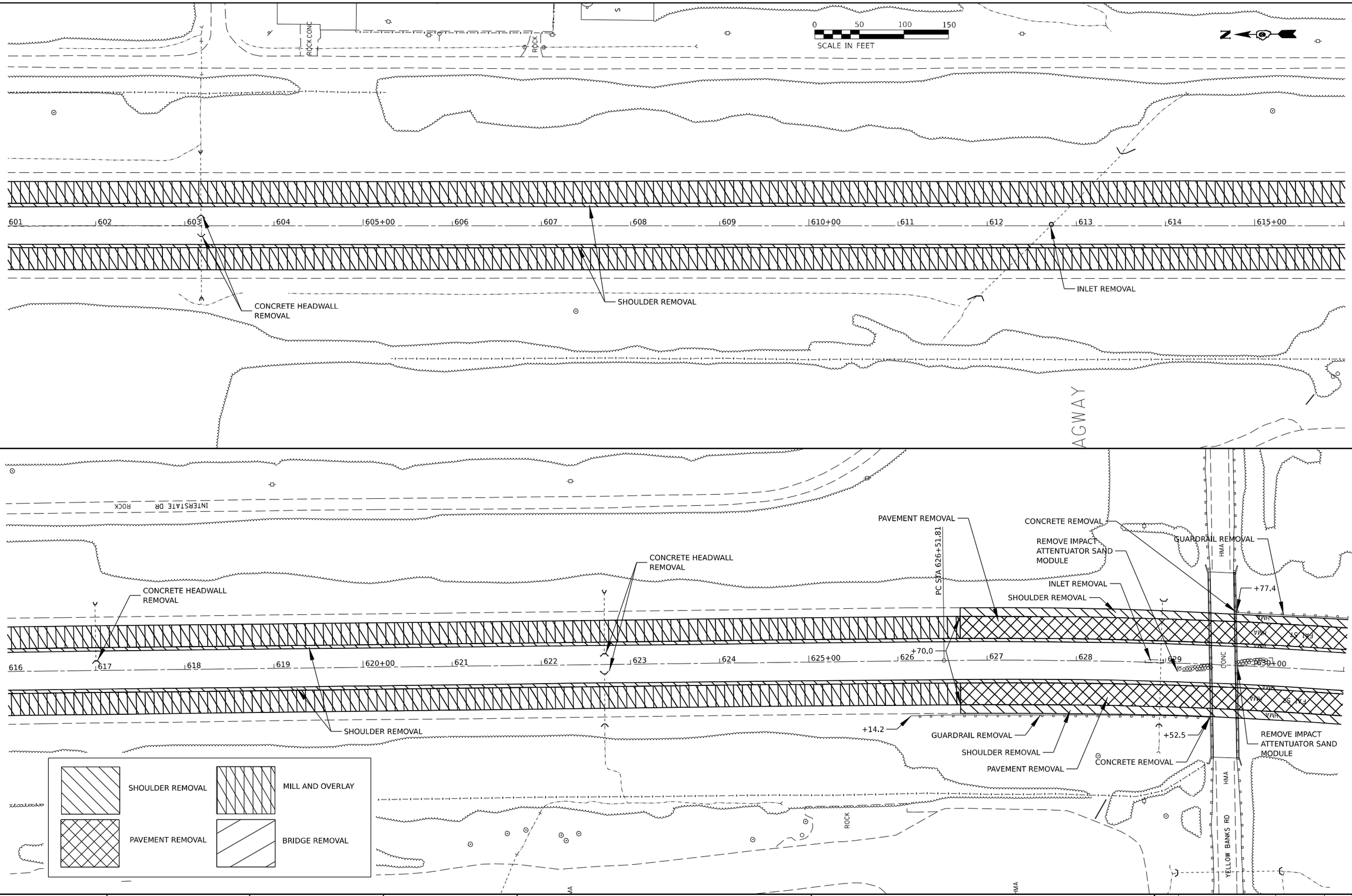
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	128
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

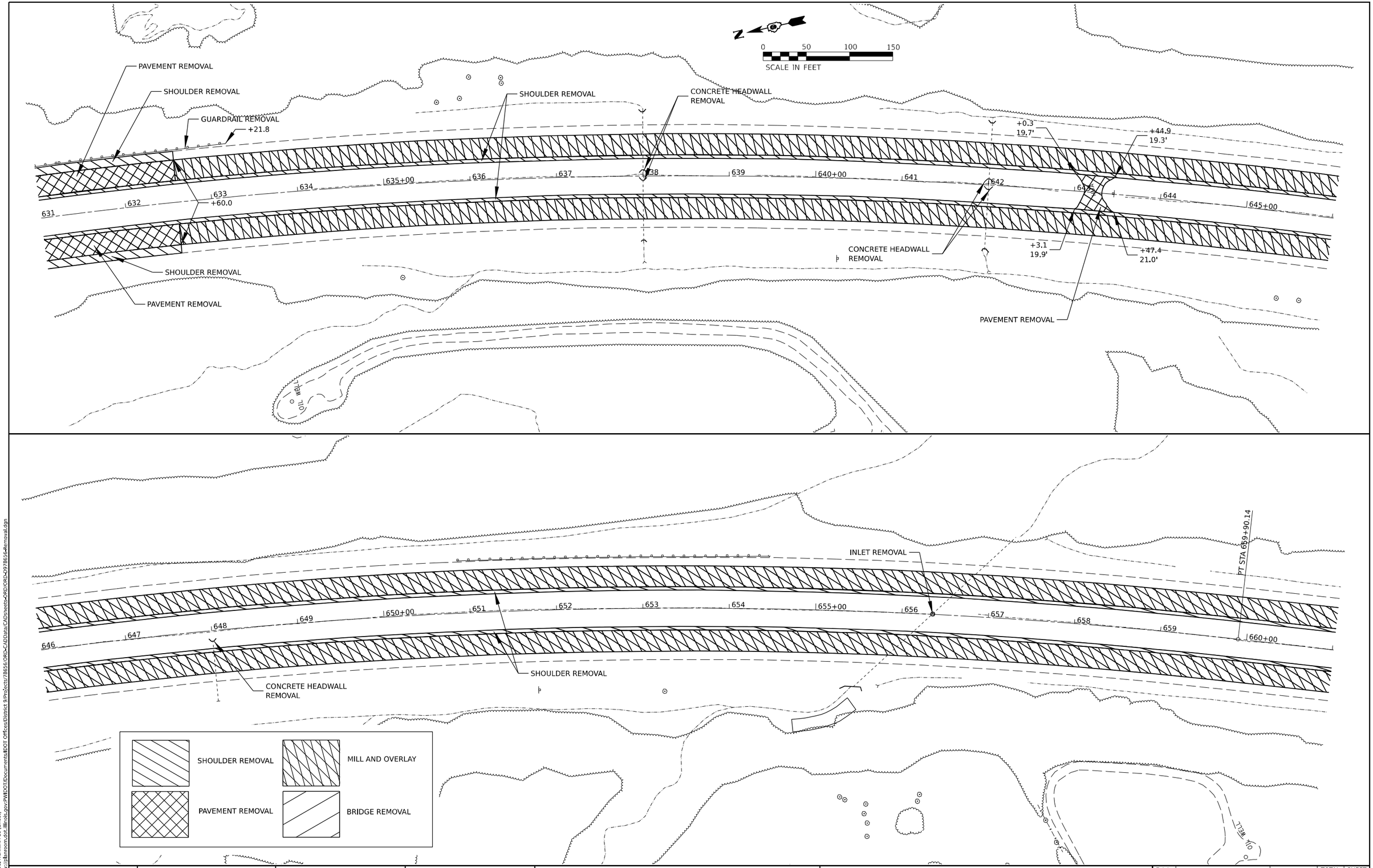
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	129
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



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	DRAWN -	REVISED -	
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

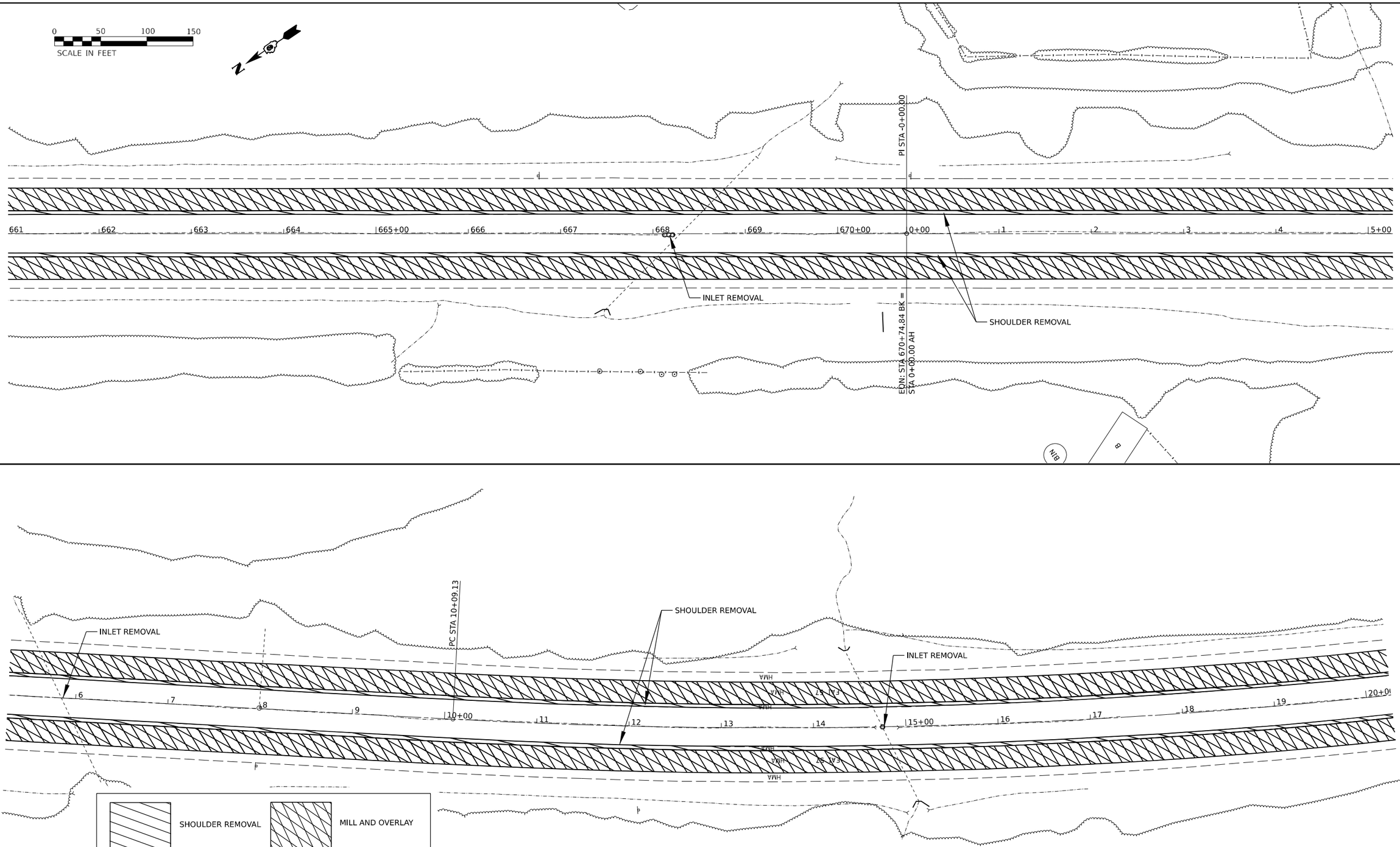
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	130
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

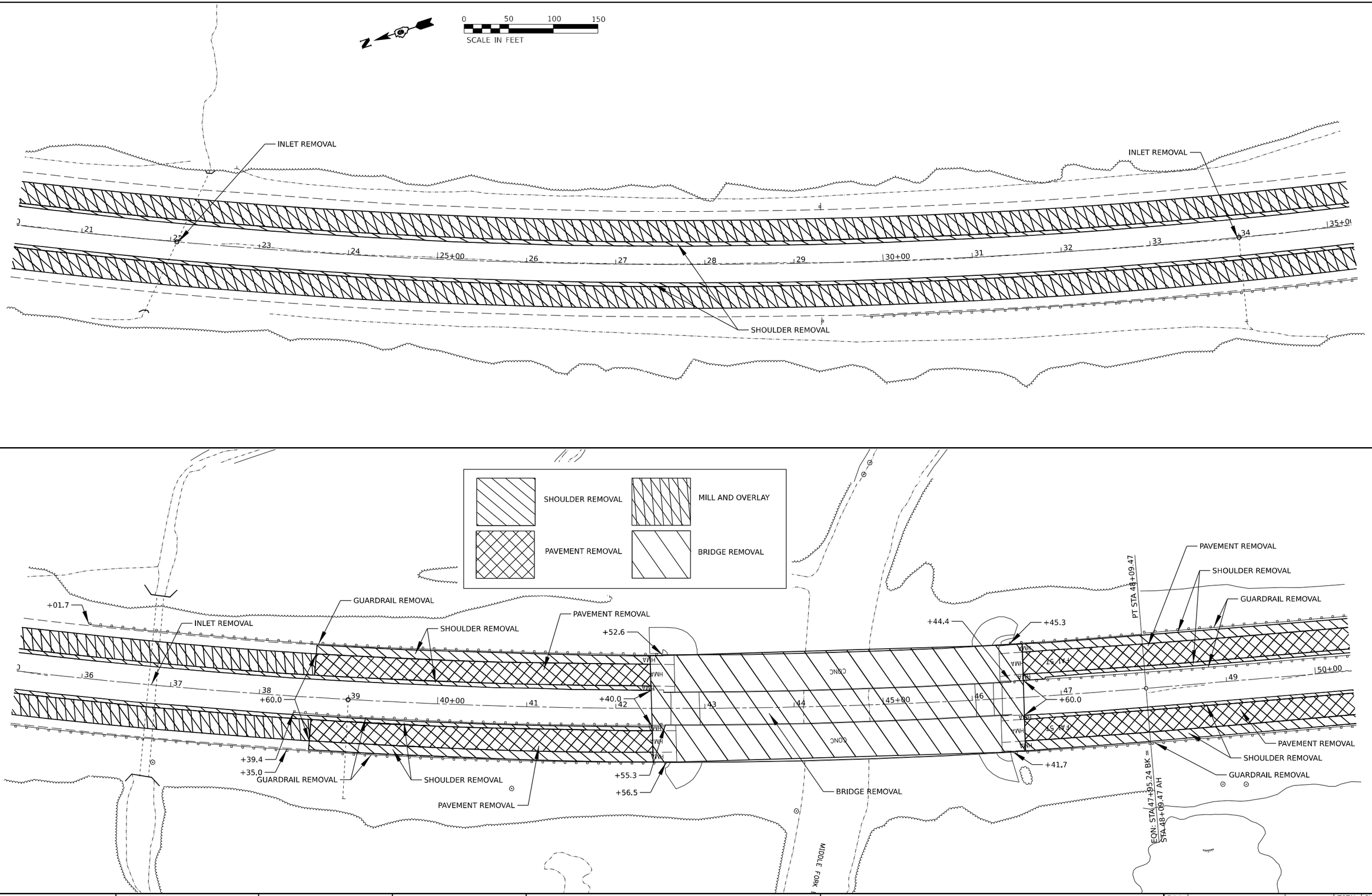
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	131
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28•5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

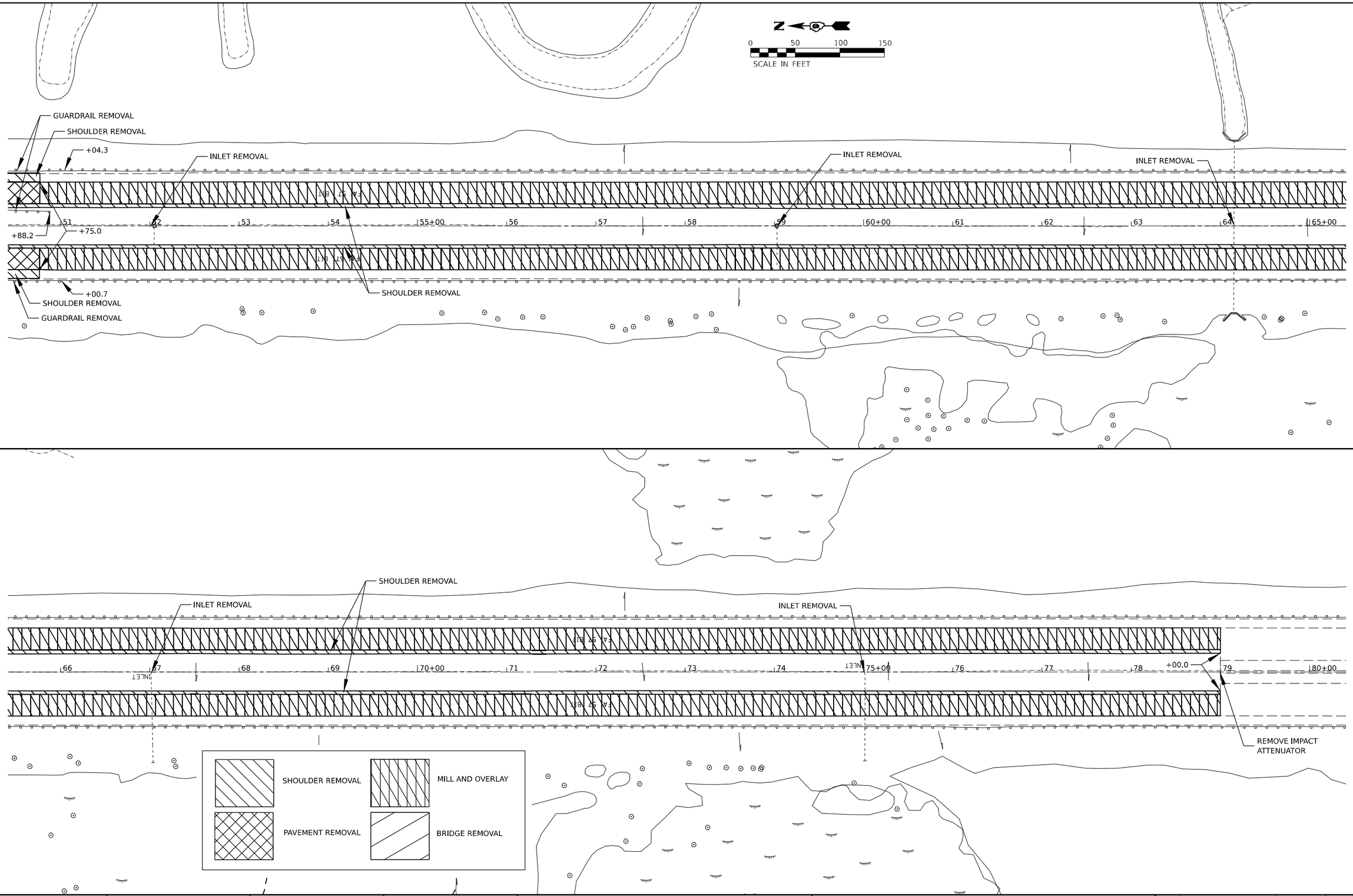
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	132
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	133
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

TREE REMOVAL

HMA

GIACONE DR HMA

TREE REMOVAL

HMA

CONC

HMA

TREE REMOVAL

TREE REMOVAL

TREE REMOVAL

TREE REMOVAL

C

HMA

ILL 14 MAIN ST HMA

ILL 14 MAIN ST HMA

CONC

1480+00

481

482

483

484

485+00

486

PC STA 486+06.14

487

488

489

490+00

BILLBOARD

N

S

C

ROCK

CONC

WASHINGTON S

CONC

HMA

R

S

HMA

HMA

HMA

CONC

MODEL: Tree Removal
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–57 TREE REMOVAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	134
		CONTRACT NO. 78656		
ILLINOIS	FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3

STAGE 1

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STADARDS, DETAIL, AS REQUIRED
* WORK SHALL BE DONE AT NIGHT

ROADWAY CONSTRUCTION
* MILL AND OVERLAY INSIDE AND OUTSIDE SHOULDER AND EDGE LINE REPAIR
* MILLED SURFACES SHALL BE RESURFACED BEFORE OPENING THE SHOULDER

STAGE 2

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED
* SET UP SHOULDER CLOSURES FOR SHOULDER CONSTRUCTION
* SHIFT 2 LANES OF TRAFFIC 2' ONTO THE INSIDE SHOULDER AT 1:70, 500' BEFORE AREAS OF SHOULDER REMOVAL
* SHIFT TRAFFIC ONTO MAINLINE AT 1:70, 25' AFTER OUTSIDE SHOULDER REMOVAL AREAS

ROADWAY CONSTRUCTION
* REMOVE EXISTING OUTSIDE SHOULDERS AT UNDERPASSES (028-0057, 0064, 0022, 0063, 0010, 0054, & 0062)
* REMOVE EXISTING OUTSIDE SHOULDERS AT BRIDGE APPROACH (028-0006 & 0007)
* CONSTRUCT FULL DEPTH HMA SHOULDERS

STAGE 3

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED
* INSTALL "ALL TRUCKS USE LEFT LANE" SIGN AT 2 MILE SPACING THROUGHOUT THE LIMITS OF CONSTRUCTION
* SHIFT 2 LANES OF TRAFFIC TOWARD THE OUTSIDE SHOULDERS AT A 55:1 TAPER
* MAINTAIN TRAFFIC ON THE EXISTING LANES AND OUTSIDE SHOULDER TO CONSTRUCT LEFT LANE AND INSIDE SHOULDER
* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE CONSTRUCTION
* KEEP TRAFFIC OPEN TO 2 LANES DURING PEAK HOURS

ROADWAY CONSTRUCTION
* INSTALL DRAINAGE STRUCTURES/PIPES
* CONSTRUCT THE NEW INSIDE LANE AND INSIDE SHOULDER
* CONSTRUCT INSIDE LANE AND INSIDE SHOULDER FOR NEW SN 028-0087 & SN 028-0028
* CONSTRUCT CONCRETE BARRIER
* CONSTRUCT APPROACH PAVEMENT AND PCC CONNECTOR

STAGE 4

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED
* SHIFT 2 LANES OF TRAFFIC TOWARD THE INSIDE SHOULDER AT A 55:1 TAPER
* MAINTAIN TRAFFIC ON THE INSIDE LANE AND INSIDE SHOULDER TO CONSTRUCT OUTSIDE OF SN 028-0087 & SN 028-0088
* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE CONSTRUCTION
* KEEP TRAFFIC OPEN TO 2 LANES

ROADWAY CONSTRUCTION
* CONSTRUCT OUTSIDE PORTION OF SN 028-0087 & SN 028-0088
* CONSTRUCT APPROACH PAVEMENT AND PCC CONNECTOR

STAGE 5

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED
* SET UP LANE CLOSURES FOR FULL DEPTH PAVEMENT CONSTRUCTION AT UNDERPASSES AND APPROACH TO BRIDGE
* KEEP 2 LANES OF TRAFFIC OPEN DURING PEAK HOURS
* SHIFT 1 LANE OF TRAFFIC TO THE OUTSIDE AND 1 LANE OF TRAFFIC TO THE INSIDE

ROADWAY CONSTRUCTION
* CONSTRUCT FULL DEPTH PAVEMENT IN THE MIDDLE LANE
* ALL WORK TO BE DONE DURING OFF PEAK HOURS

STAGE 6

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED
* SET UP LANE CLOSURES FOR FULL DEPTH PAVEMENT CONSTRUCTION AT UNDERPASSES
* KEEP 2 LANES OF TRAFFIC OPEN
* SHIFT TRAFFIC TO THE INSIDE

ROADWAY CONSTRUCTION
* CONSTRUCT FULL DEPTH PAVEMENT IN THE OUTSIDE LANE
* REMOVE AND REPLACE OUTSIDE SHOULDER TO MATCH PROPOSED GRADE OF ROADWAY
* INSTALL GUARDRAIL ALONG OUTSIDE SHOULDERS

STAGE 7

TRAFFIC
* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAIL, AS REQUIRED

ROADWAY CONSTRUCTION
* MILL AND OVERLAY TWO EXISTING LANES
* INSTALL STRIPING
* MILLED SURFACE SHALL BE RESURFACED BEFORE OPENING THE LANE FOR PEAK HOUR TRAFFIC

MAINTENANCE OF TRAFFIC GENERAL NOTES

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTHWORK AND DRAINAGE STRUCTURES

ALL ADVANCE "ROAD WORK" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR AS DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT AND AN 18"X18" ORANGE WARNING FLAG. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.

EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED

MODEL: 1Stage Notes
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

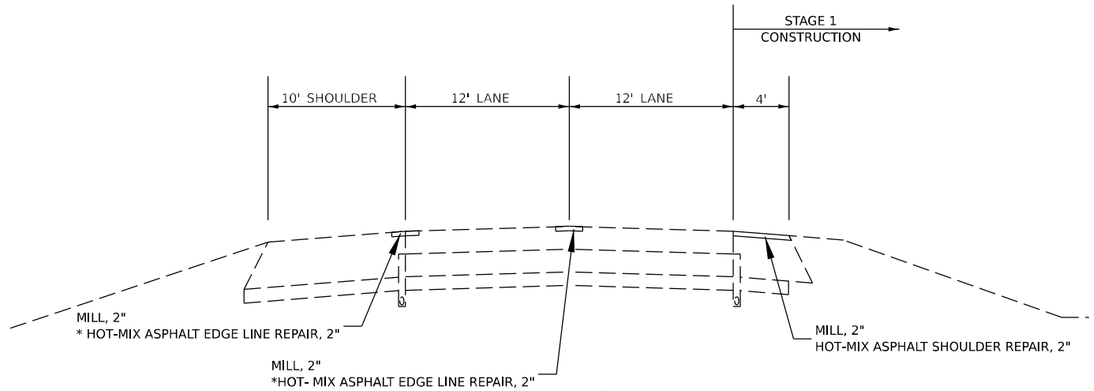
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING MAINTENANCE OF TRAFFIC NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	135
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



STAGE 1 TYPICAL

MILL AND OVERLAY INSIDE SHOULDER AND EDGE LINE REPAIR

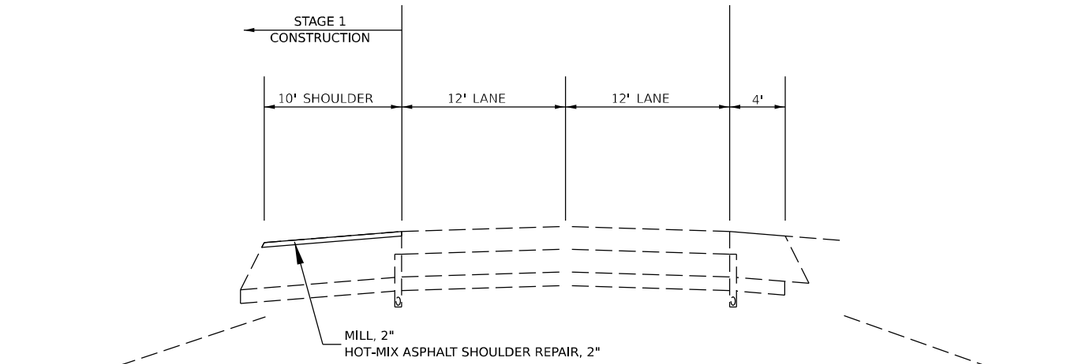
NORTHBOUND INSIDE SHOULDER:

STA. 440+90	TO	STA. 452+70
STA. 486+65	TO	STA. 498+55
STA. 497+40	TO	STA. 487+90
STA. 527+85	TO	STA. 584+45
STA. 626+45	TO	STA. 637+60

SOUTHBOUND INSIDE SHOULDER:

STA. 408+00	TO	STA. 418+55
STA. 436+15	TO	STA. 447+95
STA. 492+65	TO	STA. 483+15

* HOT-MIX ASPHALT EDGE LINE REPAIR LOCATIONS TO BE DETERMINED BY THE ENGINEER



STAGE 1 TYPICAL

MILL AND OVERLAY OUTSIDE SHOULDER

NORTHBOUND:

STA. 307+00	TO	STA. 413+00
STA. 418+30	TO	STA. 441+15
STA. 447+70	TO	STA. 486+90
STA. 493+55	TO	STA. 497+65
STA. 503+70	TO	STA. 507+68.64BK
STA. 477+00AH	TO	STA. 477+05
STA. 482+90	TO	STA. 503+50
STA. 528+50	TO	STA. 573+10
STA. 579+45	TO	STA. 626+70
STA. 632+60	TO	STA. 670+74.84BK
STA. 0+00AH	TO	STA. 38+60
STA. 50+75	TO	STA. 79+00

SOUTHBOUND:

STA. 307+00	TO	STA. 413+00
STA. 418+30	TO	STA. 441+15
STA. 447+70	TO	STA. 486+90
STA. 493+55	TO	STA. 497+65
STA. 503+70	TO	STA. 507+68.64BK
STA. 477+00AH	TO	STA. 477+05
STA. 482+90	TO	STA. 503+50
STA. 528+50	TO	STA. 573+10
STA. 579+45	TO	STA. 626+70
STA. 632+60	TO	STA. 670+74.84BK
STA. 0+00AH	TO	STA. 38+60
STA. 50+75	TO	STA. 79+00

MODEL: 2Stage 1 Typical
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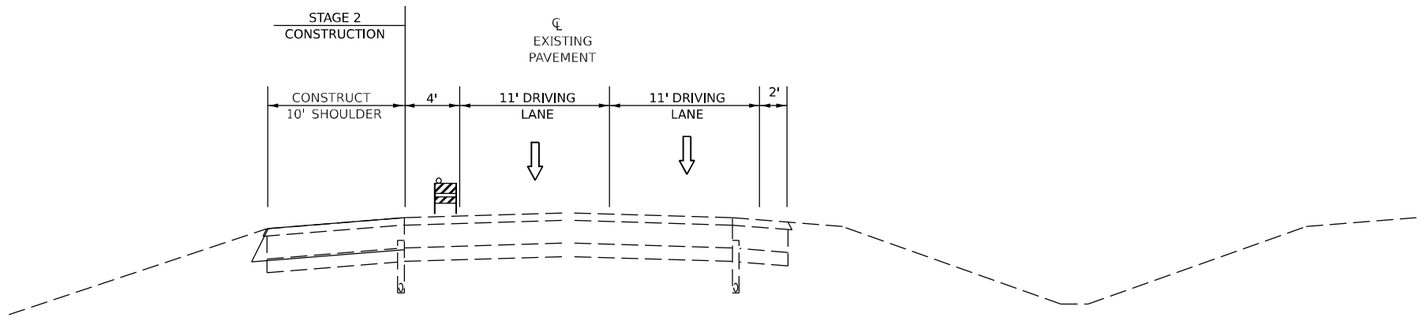
	DRAWN -	REVISED -			
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -			
PLOT DATE = 5/7/2021	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	

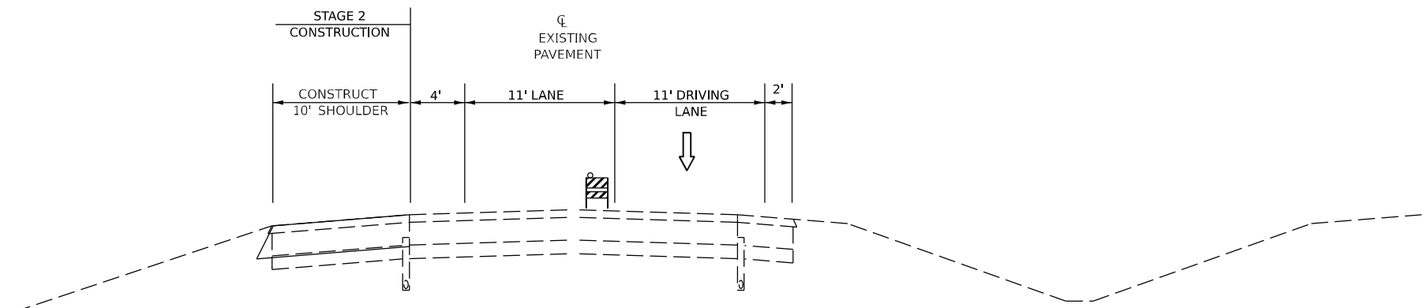
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	136
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



STAGE 2 PEAK HOUR

REMOVE AND REPLACE OUTSIDE SHOULDER



STAGE 2 OFF PEAK HOUR

REMOVE AND REPLACE OUTSIDE SHOULDER

NORTHBOUND:

STA. 441+15 TO STA. 447+70
STA. 486+90 TO STA. 493+55
STA. 497+65 TO STA. 503+70
STA. 477+05 TO STA. 482+90
STA. 573+10 TO STA. 579+45
STA. 626+70 TO STA. 632+60

SOUTHBOUND:

STA. 413+00	TO	STA. 418+30	028-0057 - (PETROFF RD)
STA. 441+15	TO	STA. 447+70	028-0064 - (N DUQUOIN ST)
			028-0022 - (IL 14)
STA. 497+65	TO	STA. 503+70	028-0063 - (W WEBSTER ST)
STA. 477+05	TO	STA. 482+90	028-0010 - (ICG RAILROAD)
			028-0054 - (FOREST BAPTIST CHURCH RD)
			028-0062 - (YELLOW BANKS RD)

MODEL: 1Stage 2 Typical
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

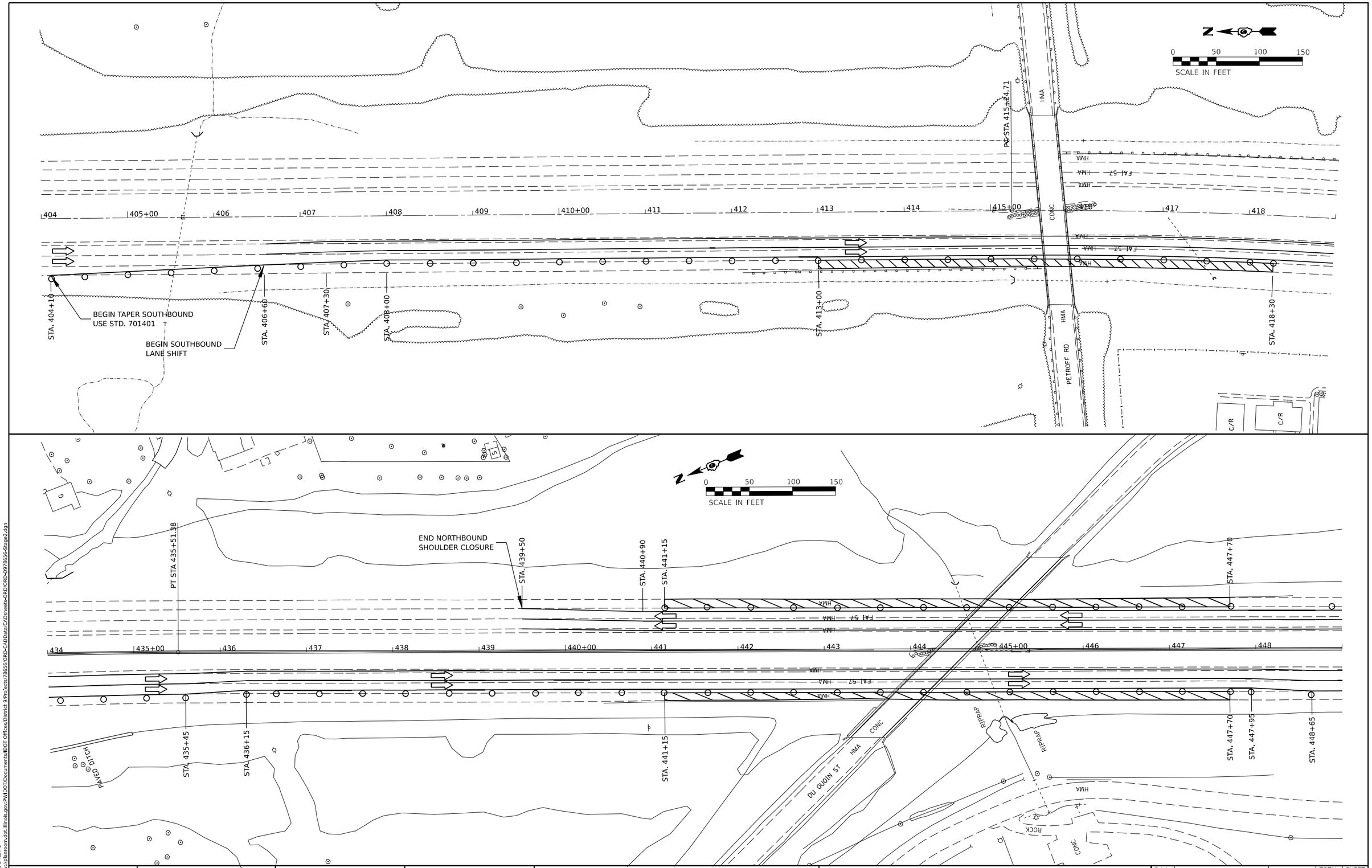
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	137
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	138
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

MODEL: 2Stage 2 Plan 1
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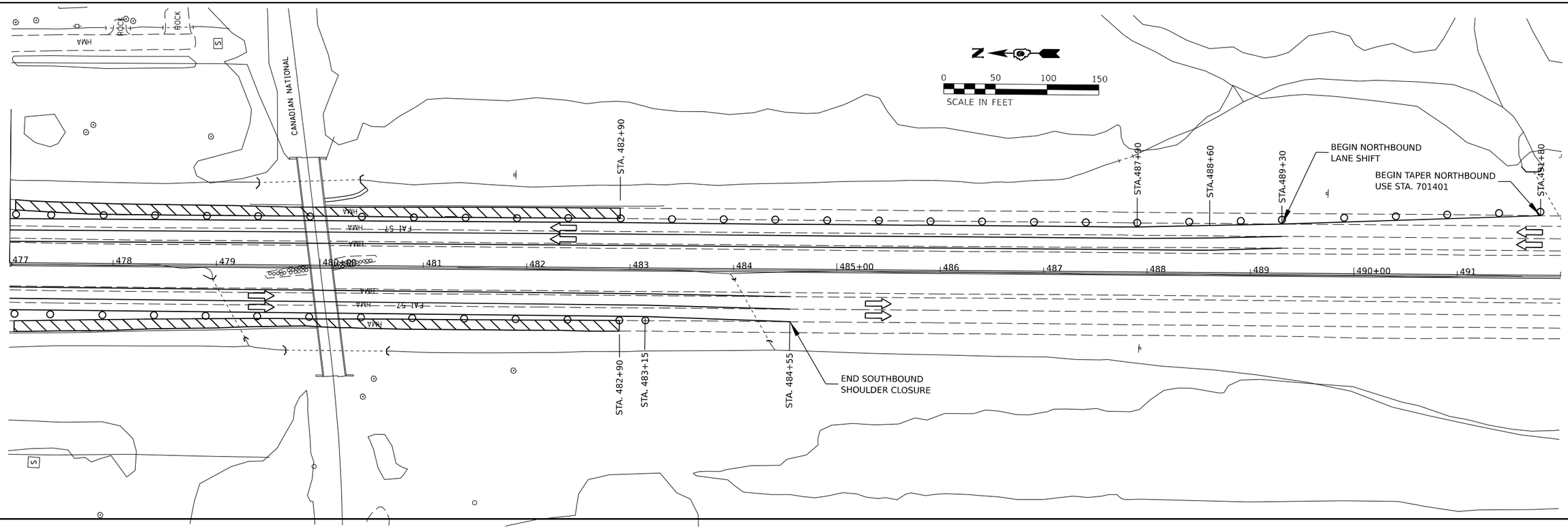

MODEL: 3Stage 2 Plan 2
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	DRAWN -	REVISED -	
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

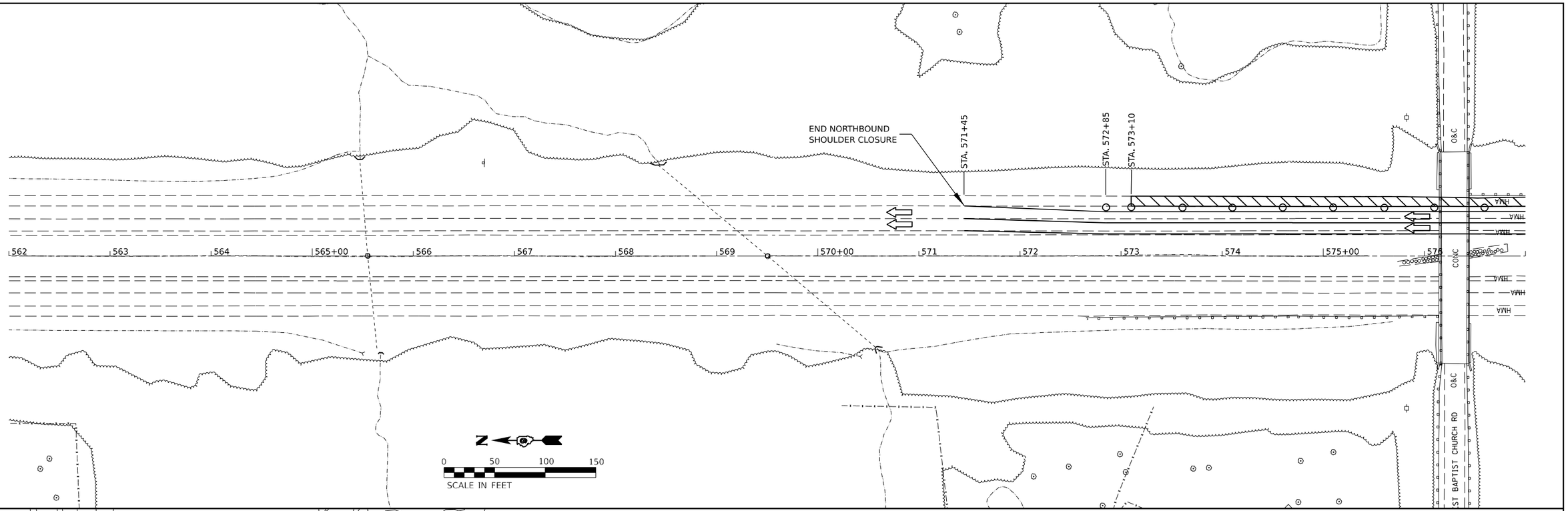
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	139
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28•5)B-3



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PLOT DATE = 5/7/2021	DATE -	REVISED -	

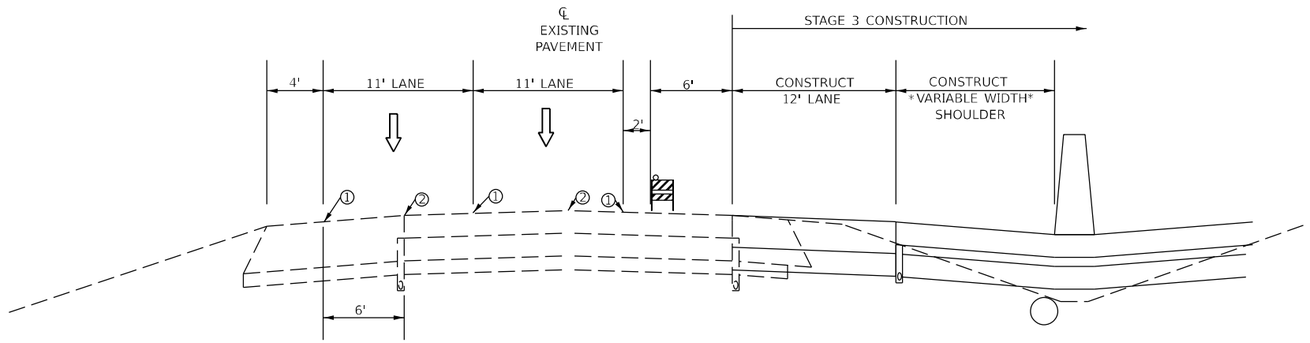
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

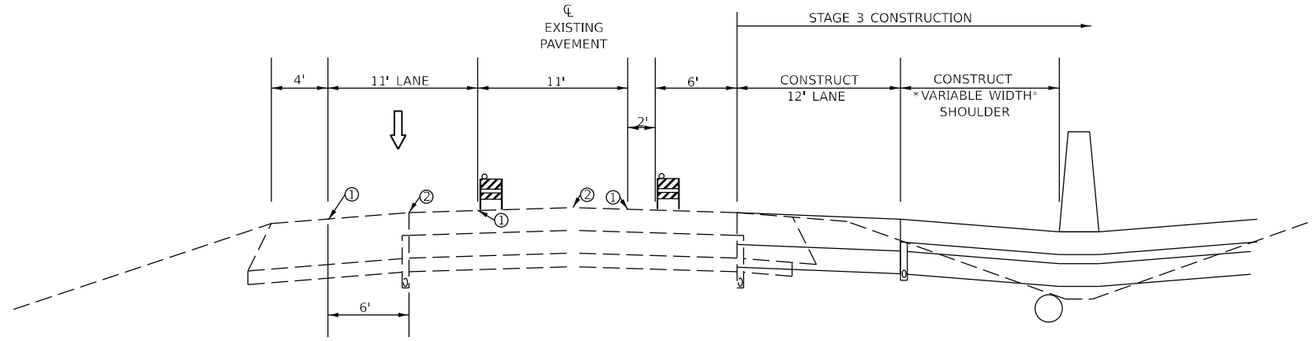
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	140
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



STAGE 3 PEAK HOUR

CONSTRCUT NEW INSIDE LANE AND INSIDE SHOULDER
CONSTRUCT CONCRETE BARRIER



STAGE 3 OFF PEAK HOUR

NORTHBOUND:

STA.	305+00	TO	STA.	503+50
STA.	528+50	TO	STA.	42+40
STA.	46+60	TO	STA.	79+00

SOUTHBOUND:

STA.	305+00	TO	STA.	503+50
STA.	528+50	TO	STA.	42+40
STA.	46+60	TO	STA.	79+00

* SHOULDER WIDTH

18.5' SHOULDER	STA.	305+00	TO	STA.	420+00
VARIABLE WIDTH SHOULDER	STA.	420+00	TO	STA.	435+00
11.5' SHOULDER	STA.	435+00	TO	STA.	79+00

① TEMPORARY PAVEMENT MARKING - LINE 4"
② REMOVE EXISTING STRIPE

MODEL: 1Stage 3 Typical 1
FILE NAME: pw://pbnroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-C/ADData/CADSheets/ORD/ORD-D978656-Stage3.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

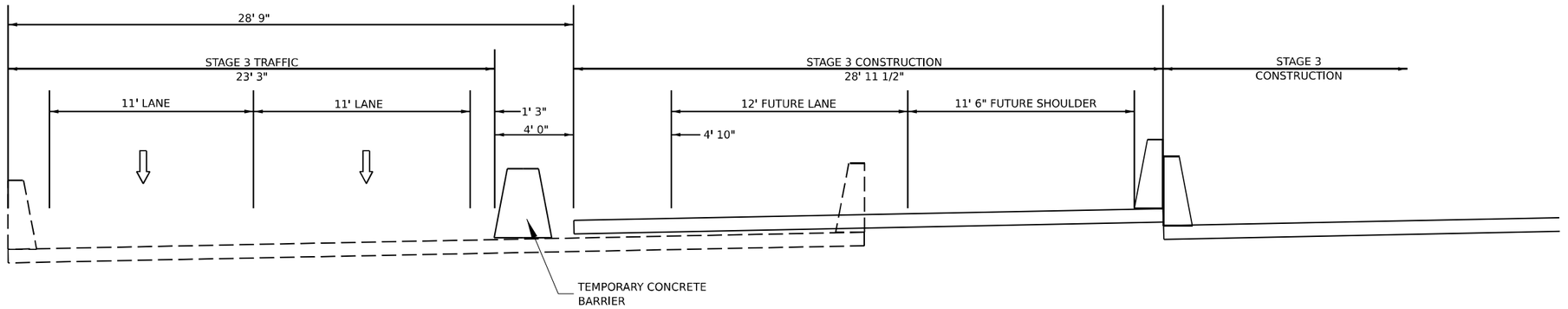
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	141
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



STAGE 3 BRIDGE TYPICAL

CONSTRUCT NEW INSIDE LANE AND INSIDE SHOULDER FOR BRIDGE
CONSTRUCT APPROACH SLAB
CONSTRUCT PCC CONNECTOR
SEE BRIDGE PLANS FOR STAGING DETAILS

NORTHBOUND:
STA. 42+40 TO STA. 46+60

SOUTHBOUND:
STA. 42+40 TO STA. 46+60

MODEL: 2Stage 3 Typical 2
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents:IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets/ORD/ORD-D9786562Stage3.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

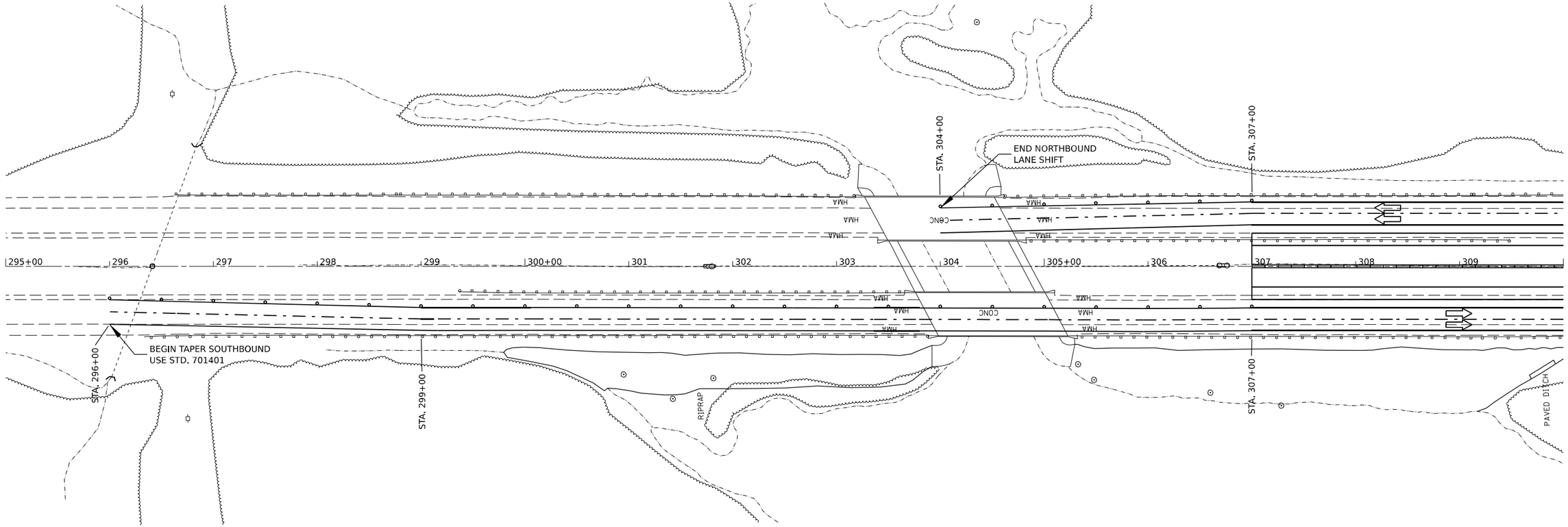
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	142
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: 3Stage 3 Plan 3
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADSheets/ORD/ORD-D9786563Stage3.dgn

USER NAME = dallyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

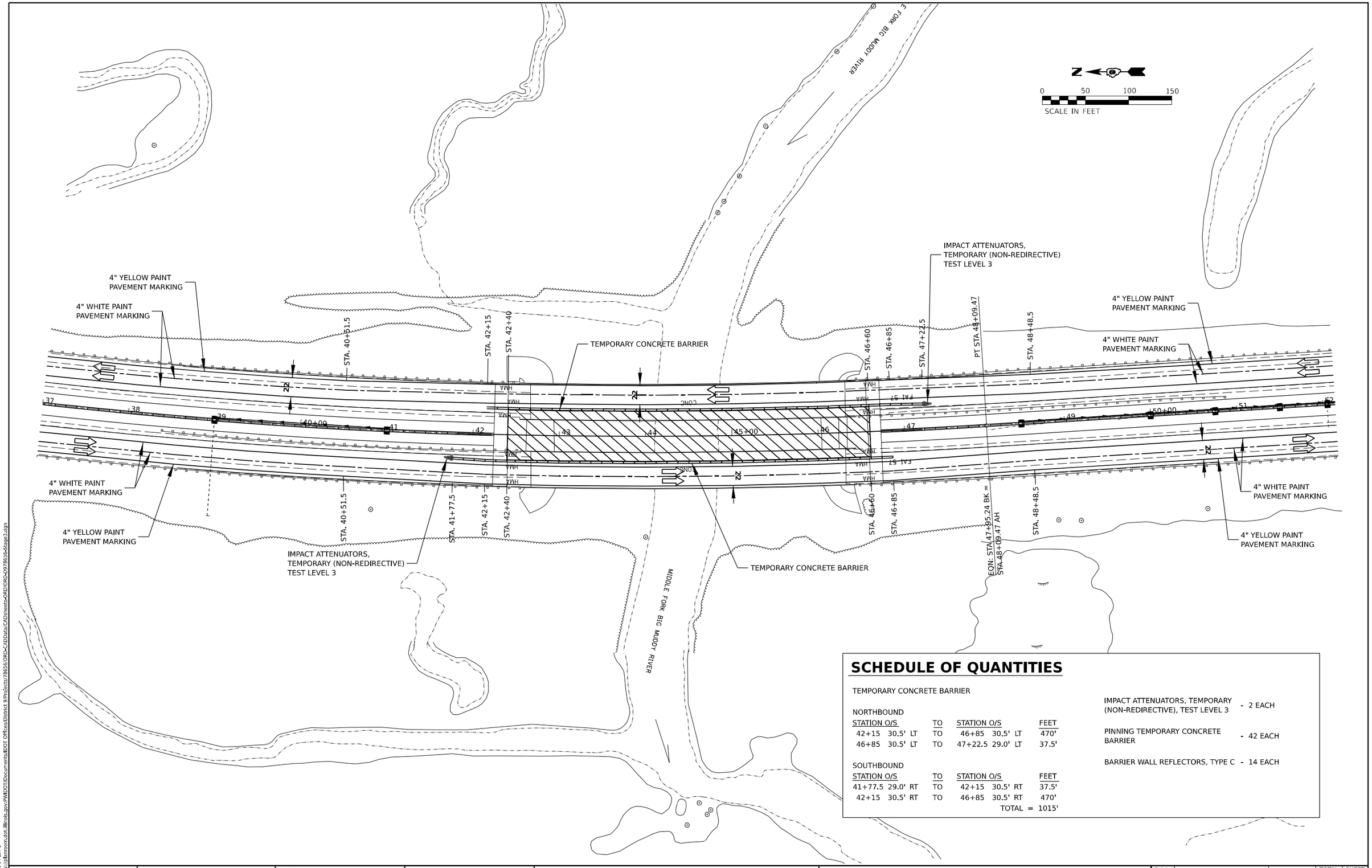
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	143
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER

NORTHBOUND

STATION O/S		TO	STATION O/S		FEET
42+15	30.5' LT	TO	46+85	30.5' LT	470'
46+85	30.5' LT	TO	47+22.5	29.0' LT	37.5'

SOUTHBOUND

STATION O/S		TO	STATION O/S		FEET
41+77.5	29.0' RT	TO	42+15	30.5' RT	37.5'
42+15	30.5' RT	TO	46+85	30.5' RT	470'

TOTAL = 1015'

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 - 2 EACH

PINNING TEMPORARY CONCRETE BARRIER - 42 EACH

BARRIER WALL REFLECTORS, TYPE C - 14 EACH

MODEL: 4Stage 3 Plan 1
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets/ORD/ORD-D9786564Stage3.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

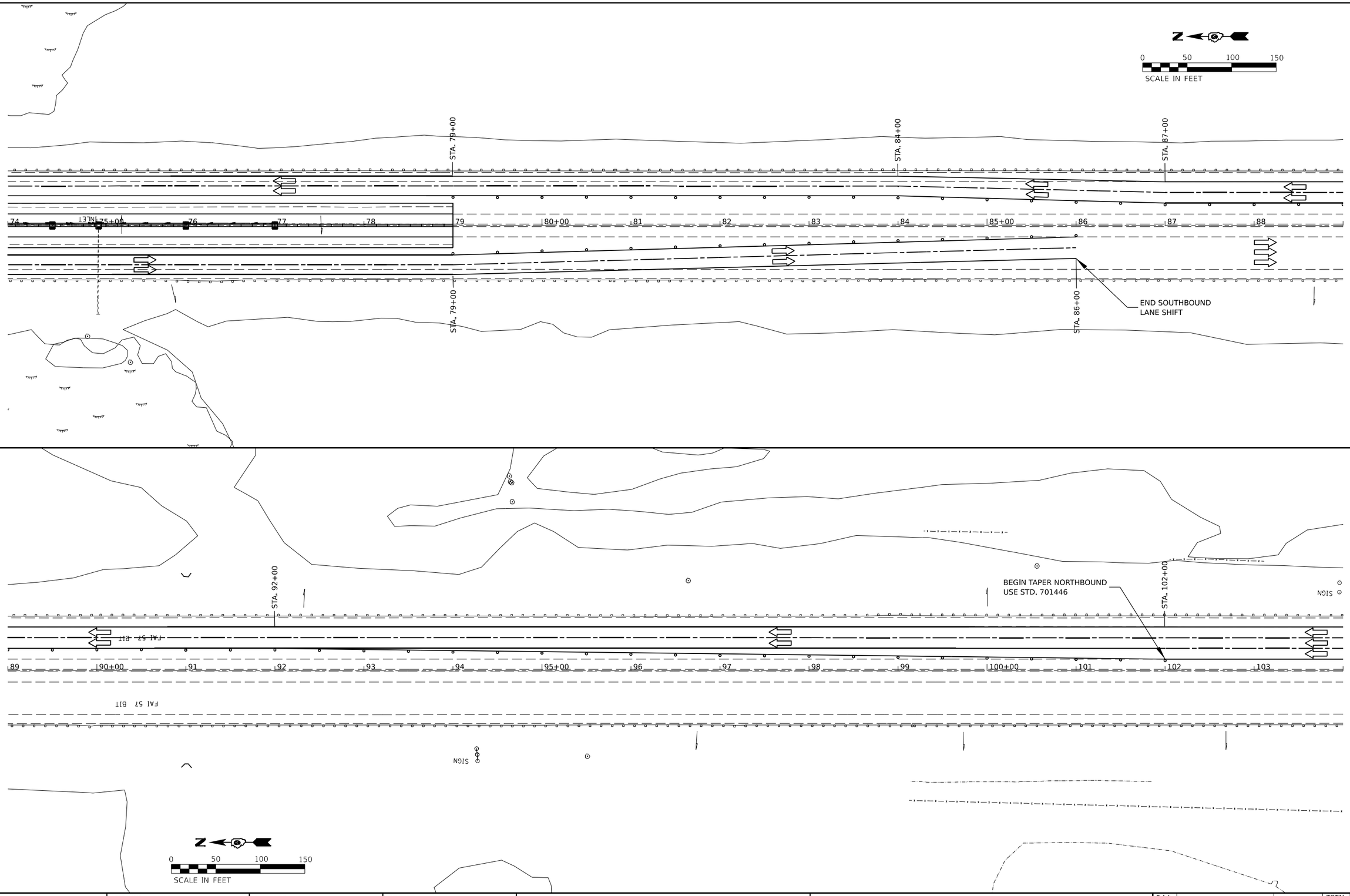
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	144
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



MODEL: SStage 3 Plan 2
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents.IDOT Offices/District 9/Projects/78656/ORD-CADData/CADSheets-ORD/ORD-D978656-Stage3.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

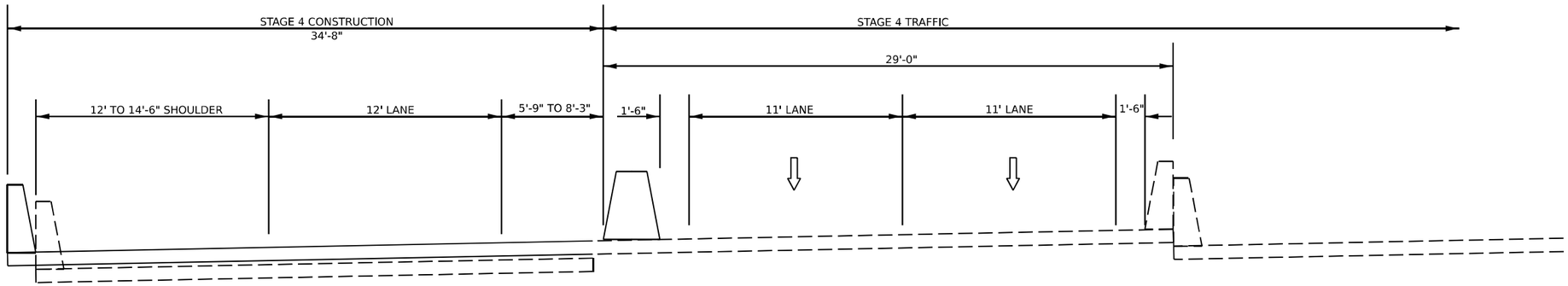
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	145
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



STAGE 4 BRIDGE TYPICAL

CONSTRUCT NEW OUTSIDE LANE AND OUTSIDE SHOULDER FOR THE BRIDGE
CONSTRUCT APPROACH SLAB
CONSTRUCT PCC CONNECTOR
SEE BRIDGE PLANS FOR STAGING DETAILS

NORTHBOUND	SOUTHBOUND
STA. 42+40 TO STA. 46+60	STA. 42+40 TO STA. 46+60

MODEL: 1Stage 4 Typical
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents:IDOT Offices:District 9/Projects/78656/ORD-CADData/CADsheets>ORD/ORD-D9786561Stage4.dgn

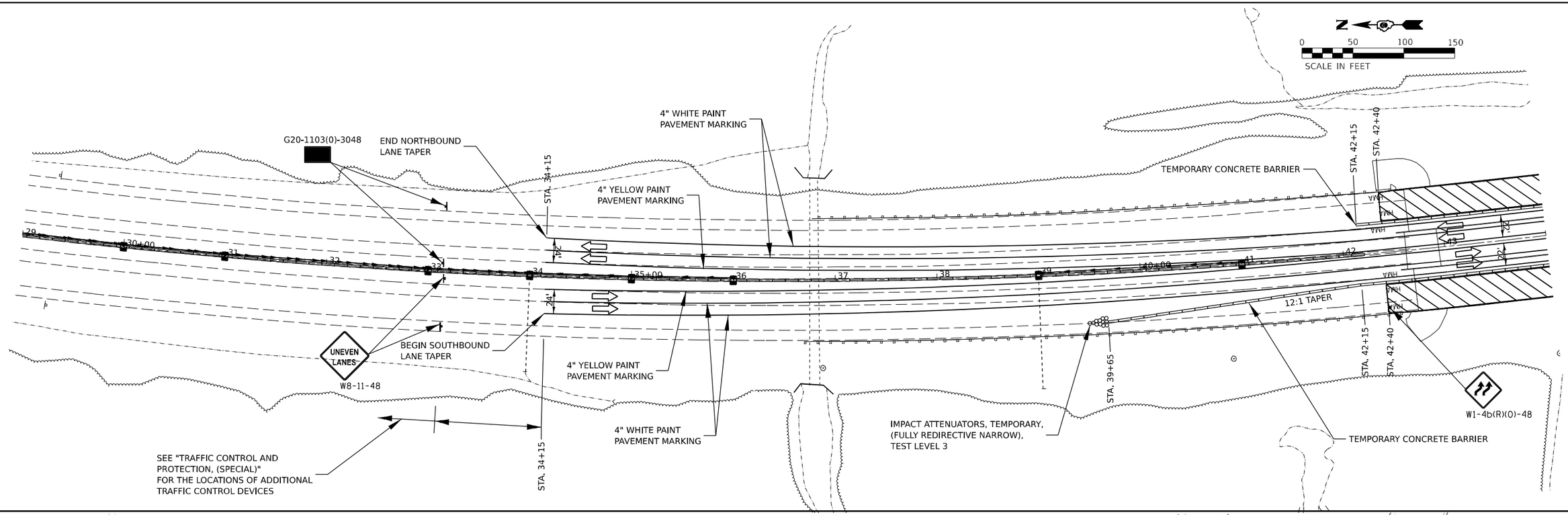
USER NAME = dailyll	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STAGE 4 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	146
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28+5)B-3



TEMPORARY CONCRETE BARRIER				
NORTHBOUND				
STATION O/S	TO	STATION O/S		FEET
42+15 29,5' LT	TO	46+85 29,5' LT		470'
46+85 29,5' LT	TO	49+50 49,0' LT		250'
SOUTHBOUND				
STATION O/S	TO	STATION O/S		FEET
39+65 49,0' RT	TO	42+15 29,5' RT		250'
42+15 29,5' RT	TO	46+85 29,5' RT		470'

RELOCATE TEMPORARY CONCRETE BARRIER	- 1015 FEET
TEMPORARY CONCRETE BARRIER	- 425 FEET
IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	- 2 EACH
PINNING TEMPORARY CONCRETE BARRIER	- 102 EACH
BARRIER WALL REFLECTORS, TYPE C	- 7 EACH

USER NAME = dallyll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

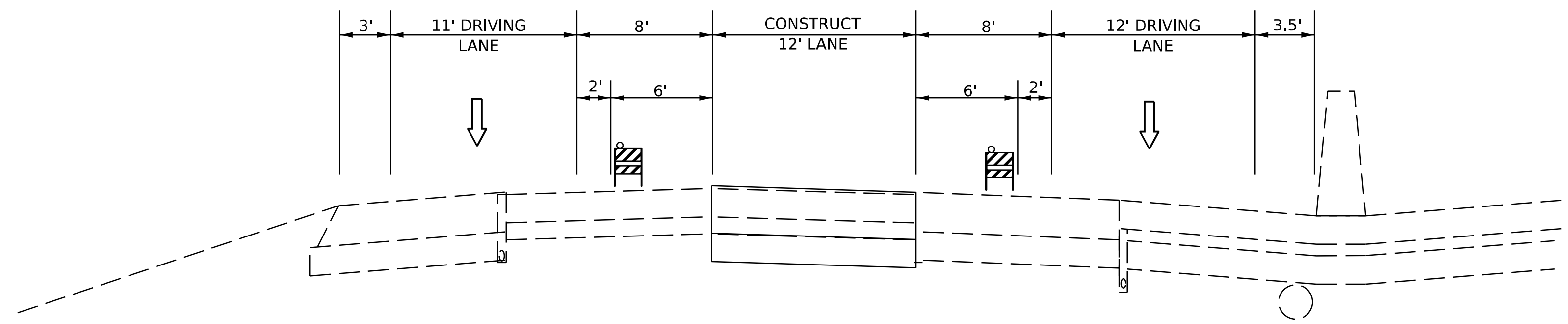
STAGE 4 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	147
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

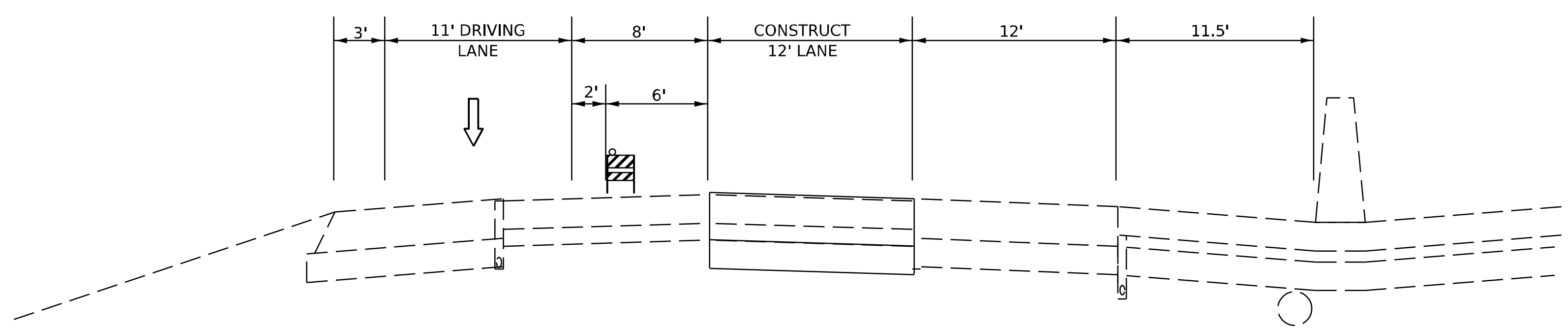
*D9 I-57 Add Lane-4:(28-5)B-3

MODEL: 2Stage 4 Plan
FILE NAME: pw:\\pbmroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\78656\ORD-CADData\CADsheets-ORD\ORD-D978656-Stage4.dgn



STAGE 5 PEAK HOUR

REMOVE AND REPLACE MIDDLE LANE



STAGE 5 OFF PEAK HOUR

REMOVE AND REPLACE MIDDLE LANE

NORTHBOUND				SOUTHBOUND						
STA.	441+15	TO	STA. 447+70	STA.	441+15	TO	STA. 447+70	028-0064	-	(N DUQUOIN ST)
STA.	486+90	TO	STA. 493+55	STA.	486+90	TO	STA. 493+55	028-0022	-	(ILLINOIS 14)
STA.	497+65	TO	STA. 503+70	STA.	497+65	TO	STA. 503+70	028-0063	-	(W WEBSTER ST)
STA.	477+05	TO	STA. 482+90	STA.	477+05	TO	STA. 482+90	028-0010	-	(ICG RAILROAD)
STA.	573+10	TO	STA. 579+45	STA.	573+10	TO	STA. 579+45	028-0054	-	(FOREST BAPTIST CHURCH ROAD)
STA.	626+70	TO	STA. 632+60	STA.	626+70	TO	STA. 632+60	028-0062	-	(YELLOW BANKS ROAD)
STA.	38+60	TO	STA. 42+40	STA.	38+60	TO	STA. 42+40	028-0006/07	-	(BIG MUDDY RIVER)
STA.	46+60	TO	STA. 50+75	STA.	46+60	TO	STA. 50+75	028-0006/07	-	(BIG MUDDY RIVER)

MODEL: 1Stage 5 Typical 1
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets-ORD/ORD-D978656-Stage5.dgn

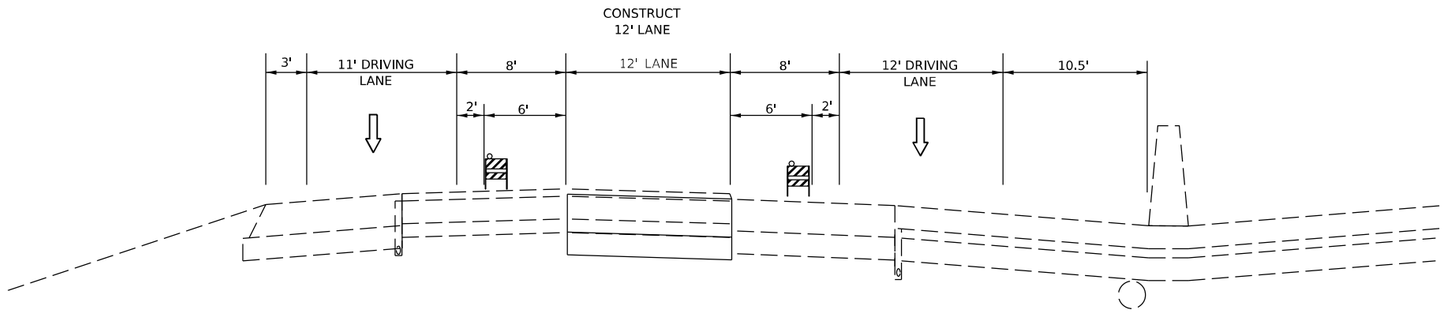
USER NAME = dailyll	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STAGE 5 TYPICAL

SCALE: SHEET OF SHEETS STA. TO STA.

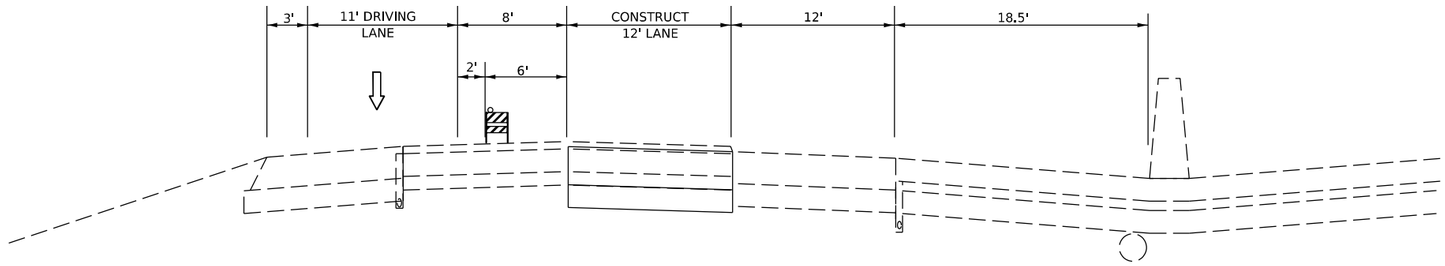
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	148
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



STAGE 5 PEAK HOUR

REMOVE AND REPLACE MIDDLE LANE



STAGE 5 OFF PEAK HOUR

REMOVE AND REPLACE MIDDLE LANE

NORTHBOUND
STA. 413+00 TO STA. 418+30

SOUTHBOUND
STA. 413+00 TO STA. 418+30

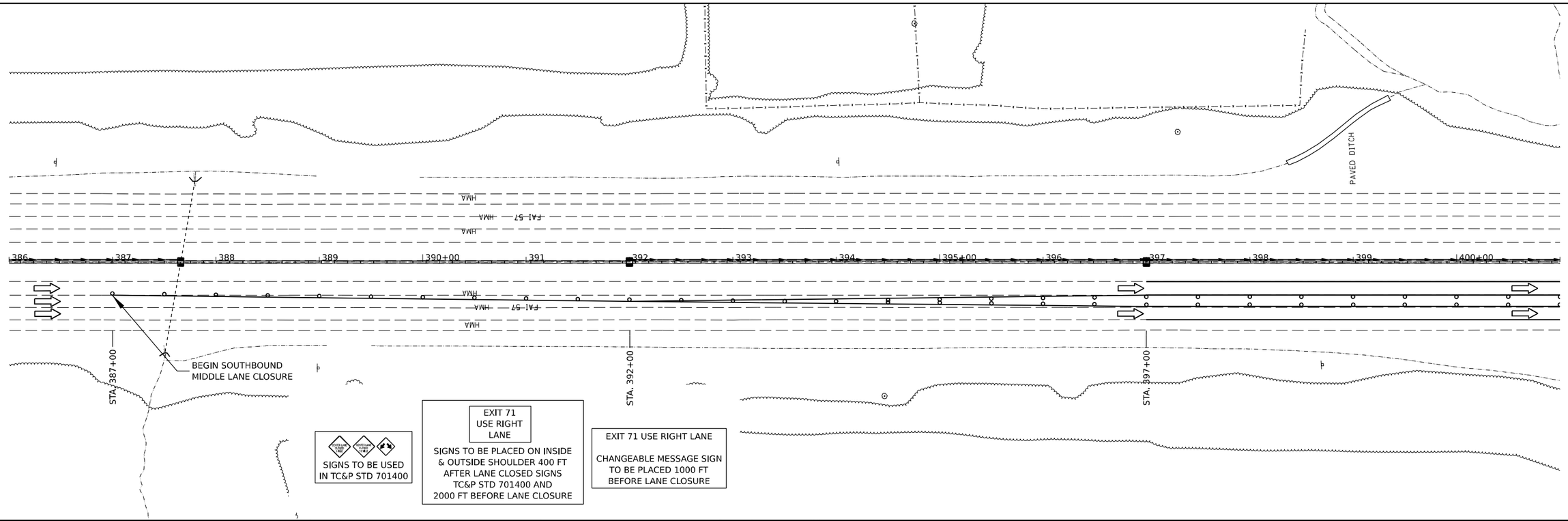
028-0057 - (PETROFF ROAD)

MODEL: 2Stage 5 Typical 2
FILE NAME: pw://pbnroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD/CADData/CADSheets/ORD/ORD-D978656-Stage5.dgn

USER NAME = dailyll	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 5 TYPICAL	
	DRAWN -	REVISED -			
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -			
PLOT DATE = 5/7/2021	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	149
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



USER NAME = dallyll	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 5 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	150
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

*D9 I-57 Add Lane-4;(28-5)B-3

MODEL: 3Stage 5 Plan 1
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD Data/CADSheets/ORD/ORD-Q978656-Stage5.dgn

STA. 482+90

STA. 487+90

STA. 489+60

BEGIN NORTHBOUND
8' LANE SHIFT

STA. 493+90

480+00 481 482 483 484 485+00 486 487 488 489 490+00 491 492 493 494

HMA

FA1 57

STA. 482+90

STA. 483+15

END SOUTHBOUND
LANE SHIFT

STA. 489+65

STA. 498+90

PAVED DITCH

STA. 503+90

BEGIN NORTHBOUND
MIDDLE LANE CLOSURE

STA. 508+90

495+00 496 497 498 499 500+00 501 502 503 504 505+00 506 507 508 509

HMA

CENTER LANE CLOSED 1 MILE

CENTER LANE CLOSED 1/2 MILE

SIGNS TO BE USED
IN TC&P STD 701400

EXIT 71
USE RIGHT
LANE

SIGNS TO BE PLACED ON INSIDE & OUTSIDE SHOULDER 400FT AFTER LANE CLOSED SIGNS TC&P STD 701400 AND 2000 FT BEFORE LANE CLOSURE

EXIT 71 USE RIGHT LANE

CHANGEABLE MESSAGE SIGN TO BE PLACED 1000 FT BEFORE LANE CLOSURE

MODEL: 4Stage 5 Plan 2
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-C/ADdata/CADsheets-ORD/ORD-D978656-Stage5.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

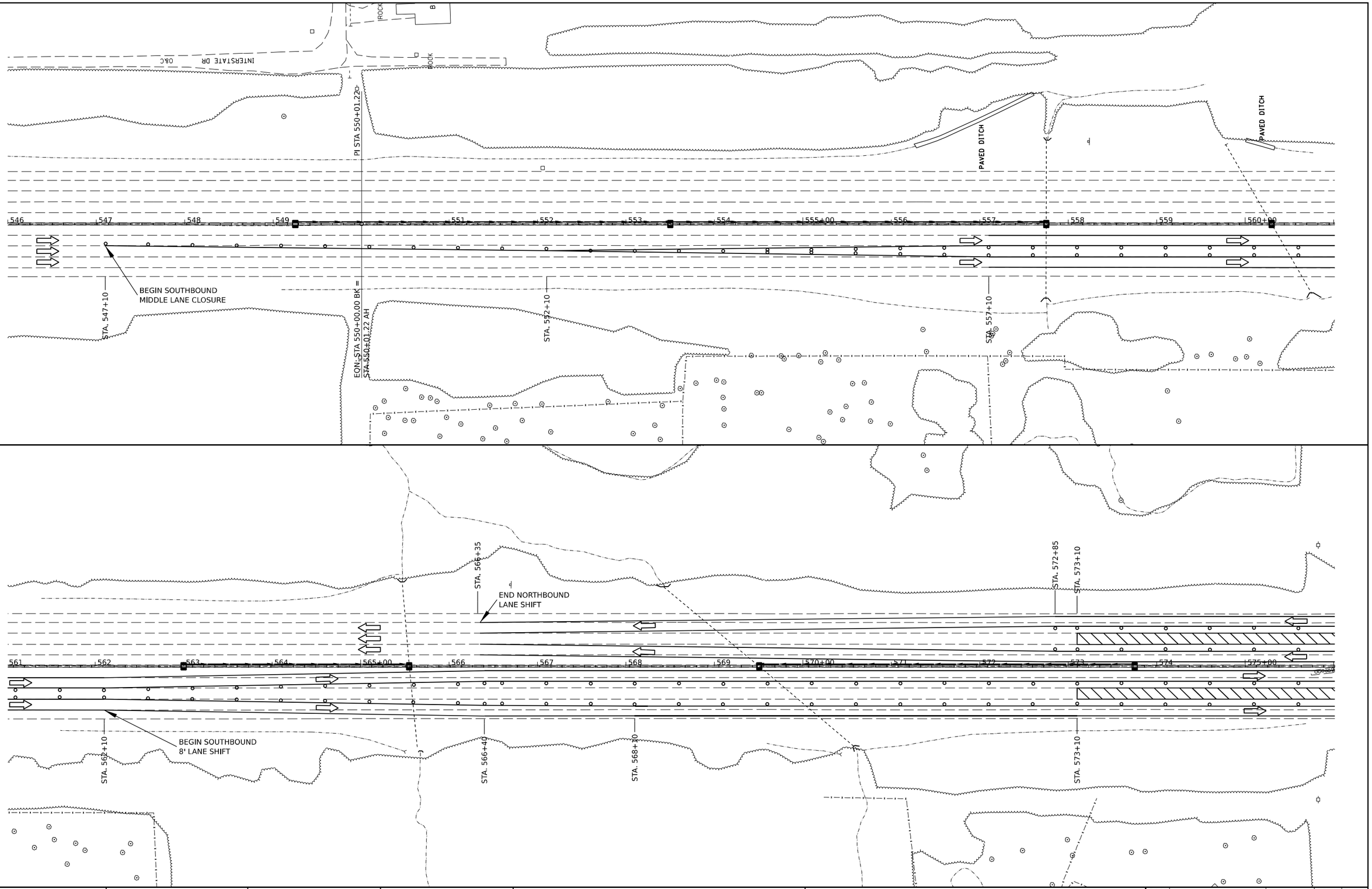
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 5 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	151
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: SStage 5 Plan 3
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD/Data/CADSheets/ORD/ORD-D978656-Stage5.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

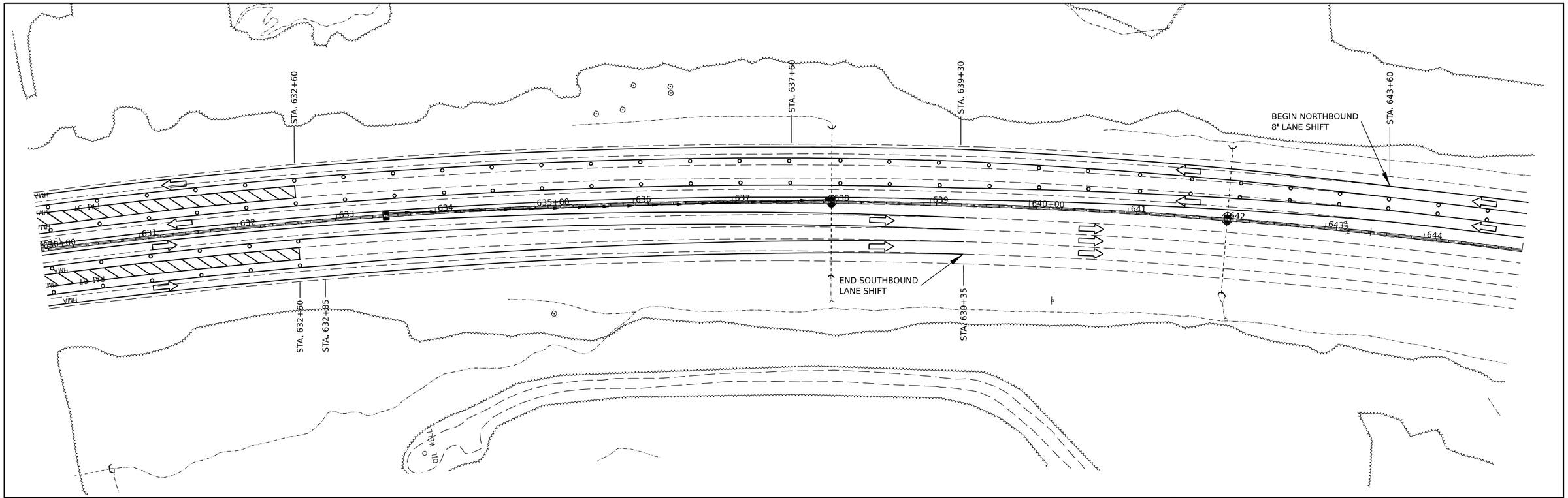
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 5 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	152
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

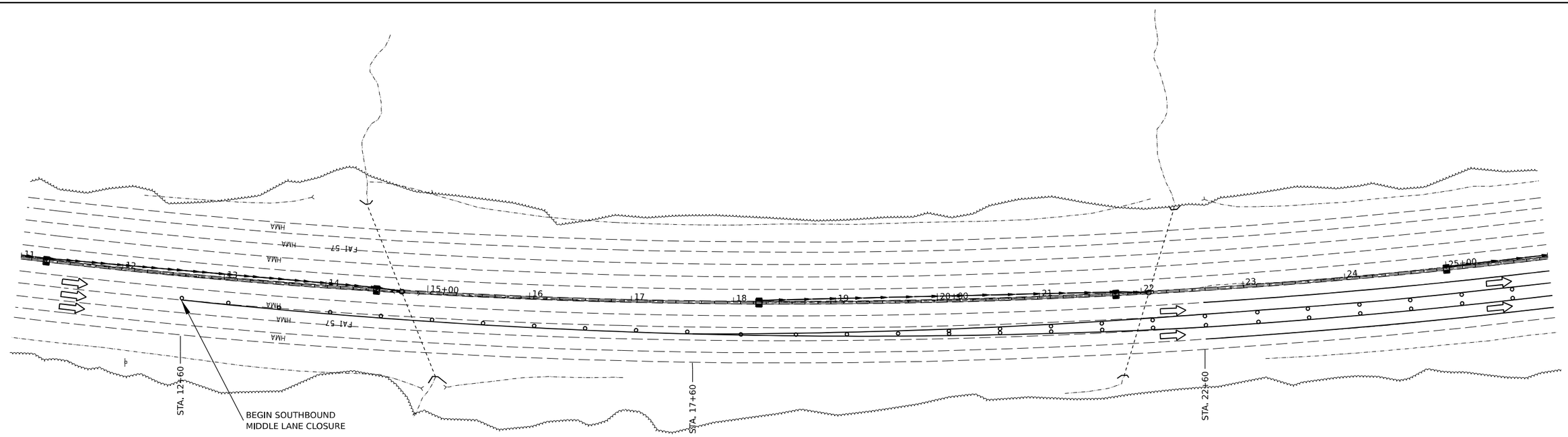
STAGE 5 WORK ZONE PLAN

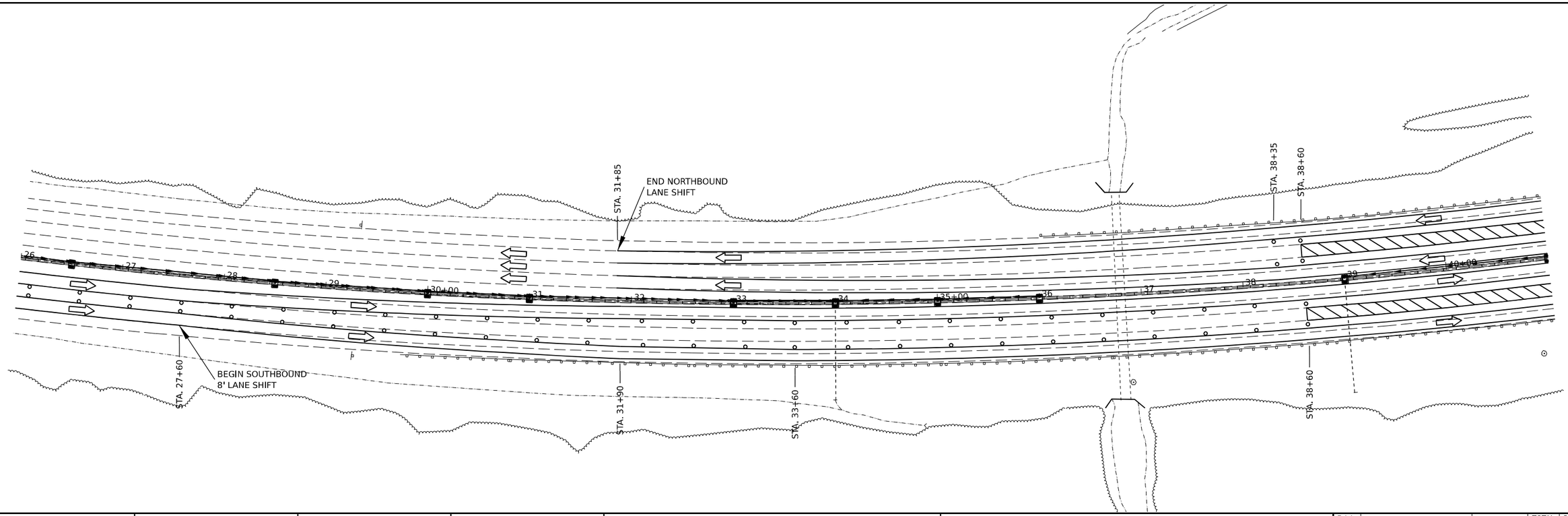
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	153
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

*D9 I-57 Add Lane-4:(28-5)B-3

MODEL: 6Stage 5 Plan 4
FILE NAME: pw://dlanroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD Data/CADsheets/ORD/ORD-D9786564Stage5.dgn





MODEL: 7Stage 5 Plan 5
FILE NAME: pw:\\pbnroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\78656\ORD-C&D\Data\CADsheets\ORD\ORD-D978656-Stage5.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

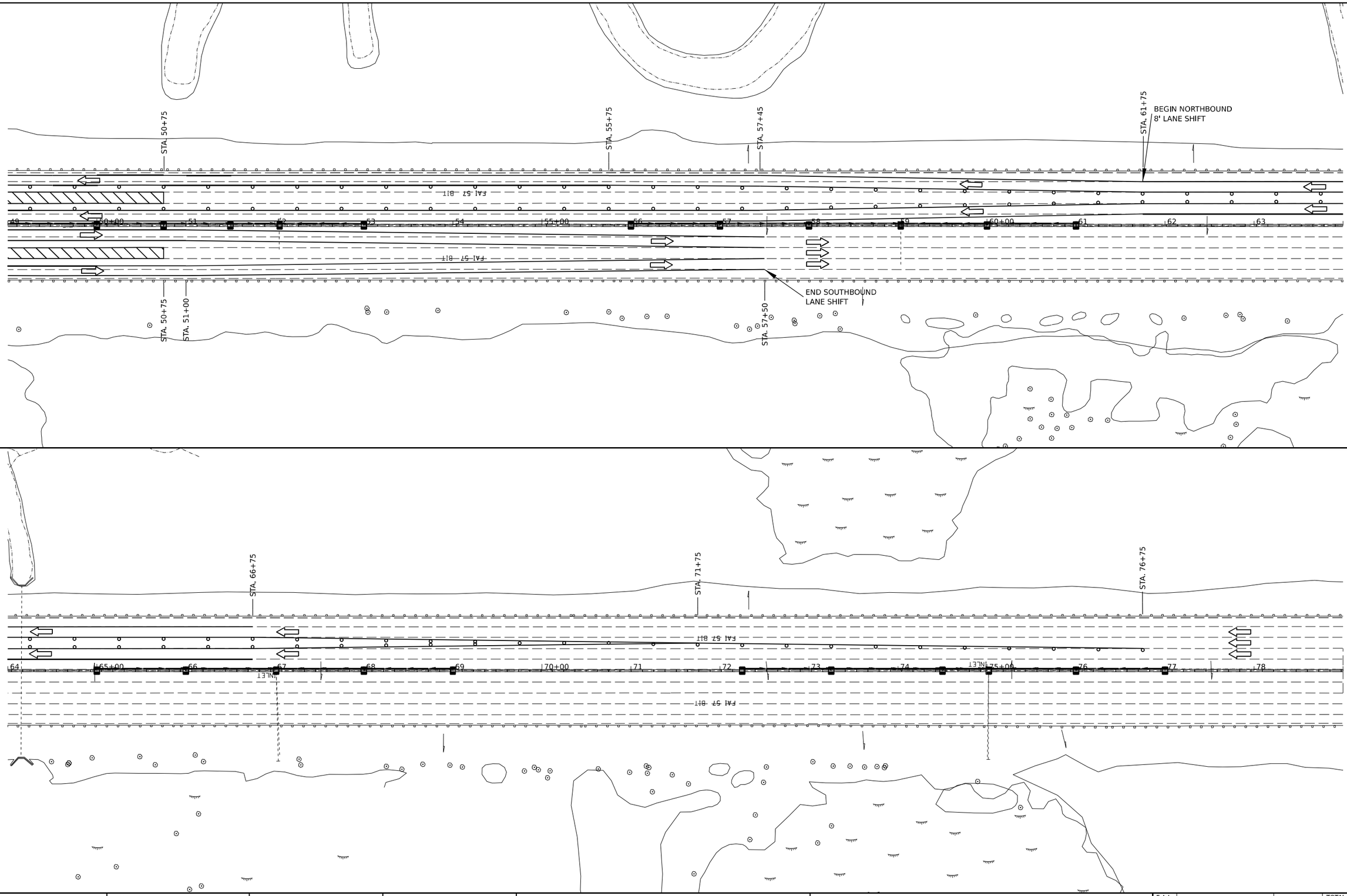
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 5 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	154
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: Stage 5 Plan 6
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-C/ADData/CADSheets/ORD/ORD-D978656-Stage5.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

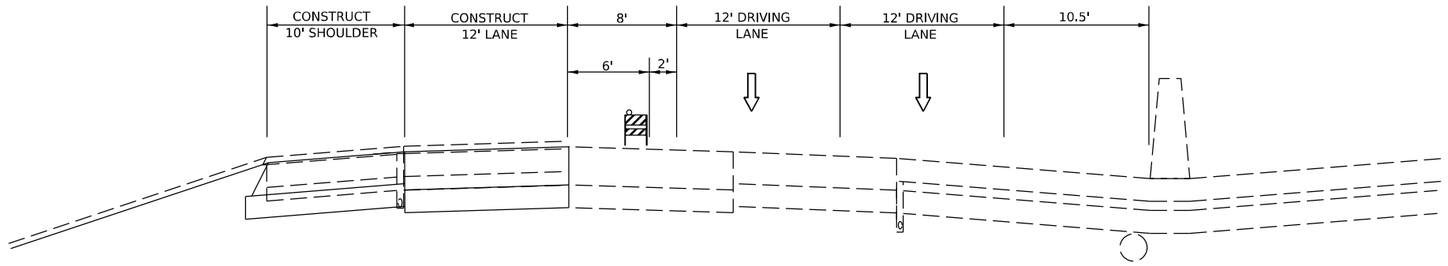
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 5 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	155
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

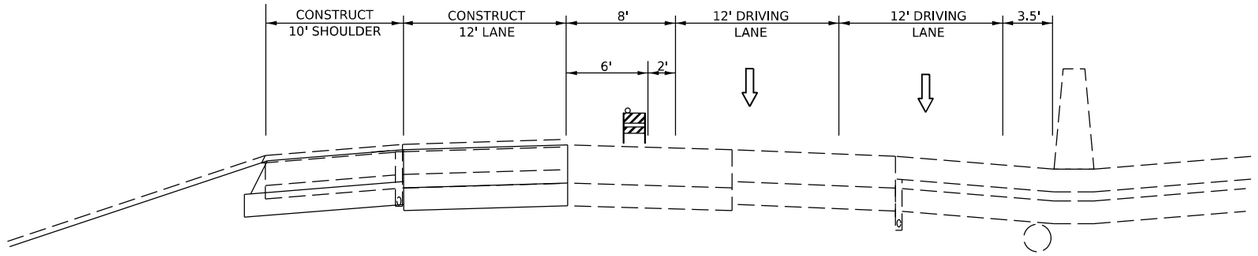
*D9 I-57 Add Lane-4;(28-5)B-3



STAGE 6 TYPICAL

REMOVE AND REPLACE OUTSIDE LANE AND OUTSIDE SHOULDER
REMOVE AND REPLACE GUARDRAIL ACCORDING TO SCHEDULE

NORTHBOUND:				SOUTHBOUND:					
STA.	413+00	TO	STA. 418+30	STA.	413+00	TO	STA. 418+30	028-0057	- (PETROFF RD)



STAGE 6 TYPICAL

REMOVE AND REPLACE OUTSIDE LANE AND OUTSIDE SHOULDER
REMOVE AND REPLACE GUARDRAIL ACCORDING TO SCHEDULE

NORTHBOUND:				SOUTHBOUND:					
STA.	441+15	TO	STA. 447+70	STA.	441+15	TO	STA. 447+70	028-0064	- (N DUQUOIN ST)
STA.	486+90	TO	STA. 493+55	STA.	486+90	TO	STA. 493+55	028-0022	- (ILLINOIS 14)
STA.	497+65	TO	STA. 503+70	STA.	497+65	TO	STA. 503+70	028-0063	- (W WEBSTER ST)
STA.	477+05	TO	STA. 482+90	STA.	477+05	TO	STA. 482+90	028-0010	- (ICG RAILROAD)
STA.	573+10	TO	STA. 579+45	STA.	573+10	TO	STA. 579+45	028-0054	- (FOREST BAPTIST CHURCH RD)
STA.	626+70	TO	STA. 632+60	STA.	626+70	TO	STA. 632+60	028-0062	- (YELLOW BANKS RD)
STA.	38+60	TO	STA. 42+40	STA.	38+60	TO	STA. 42+40	028-0006/07	- (BIG MUDDY RIVER)
STA.	46+60	TO	STA. 50+75	STA.	46+60	TO	STA. 50+75	028-0006/07	- (BIG MUDDY RIVER)

MODEL: 1Stage 6 Typical
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADSheets/ORD/ORD09786S6-Stage6.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

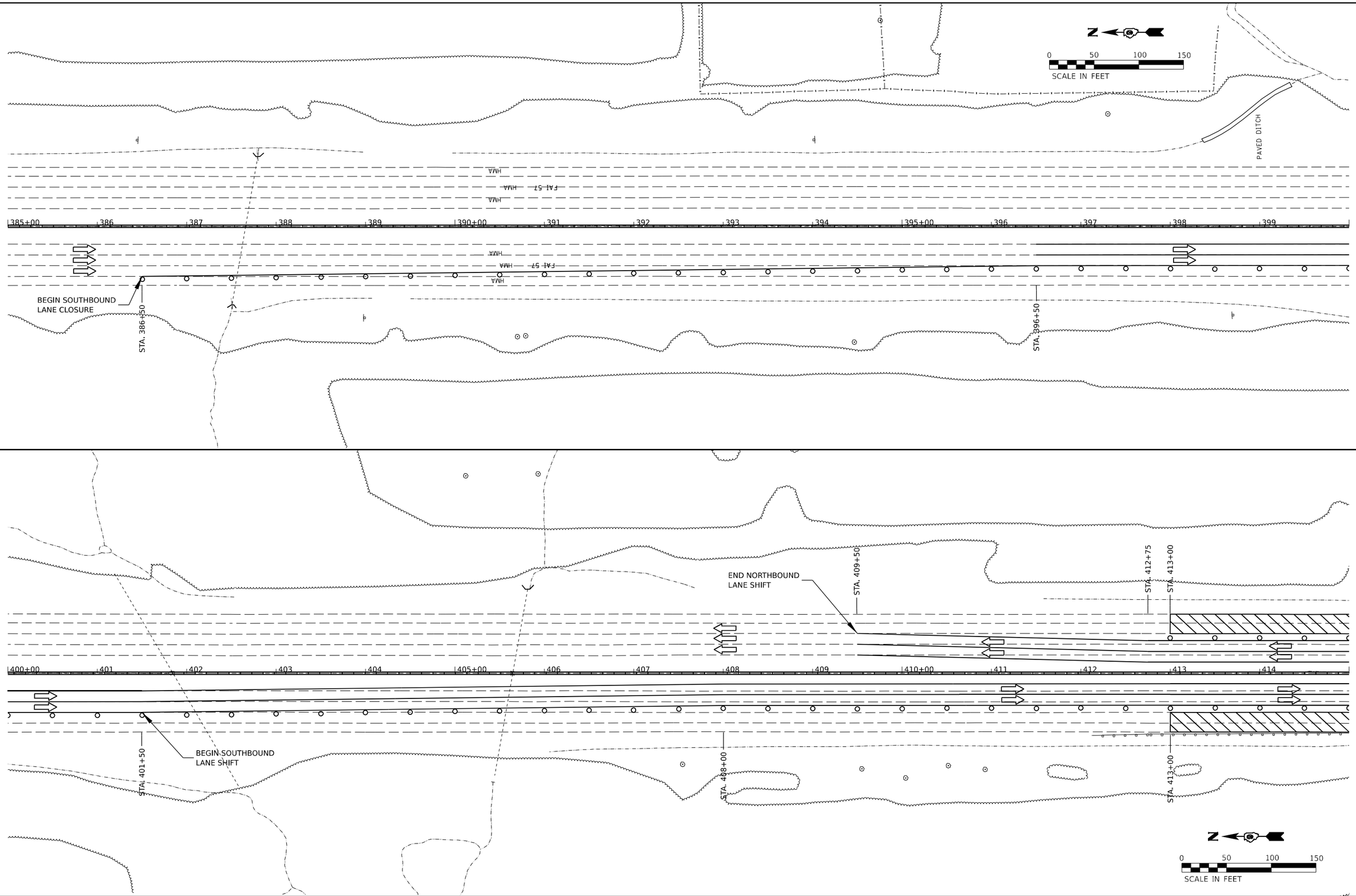
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	156
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



MODEL: 2Stage 6 Plan 1
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CAD Data/CADsheets/ORD/ORD-Q978656-Stage6.dgn

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

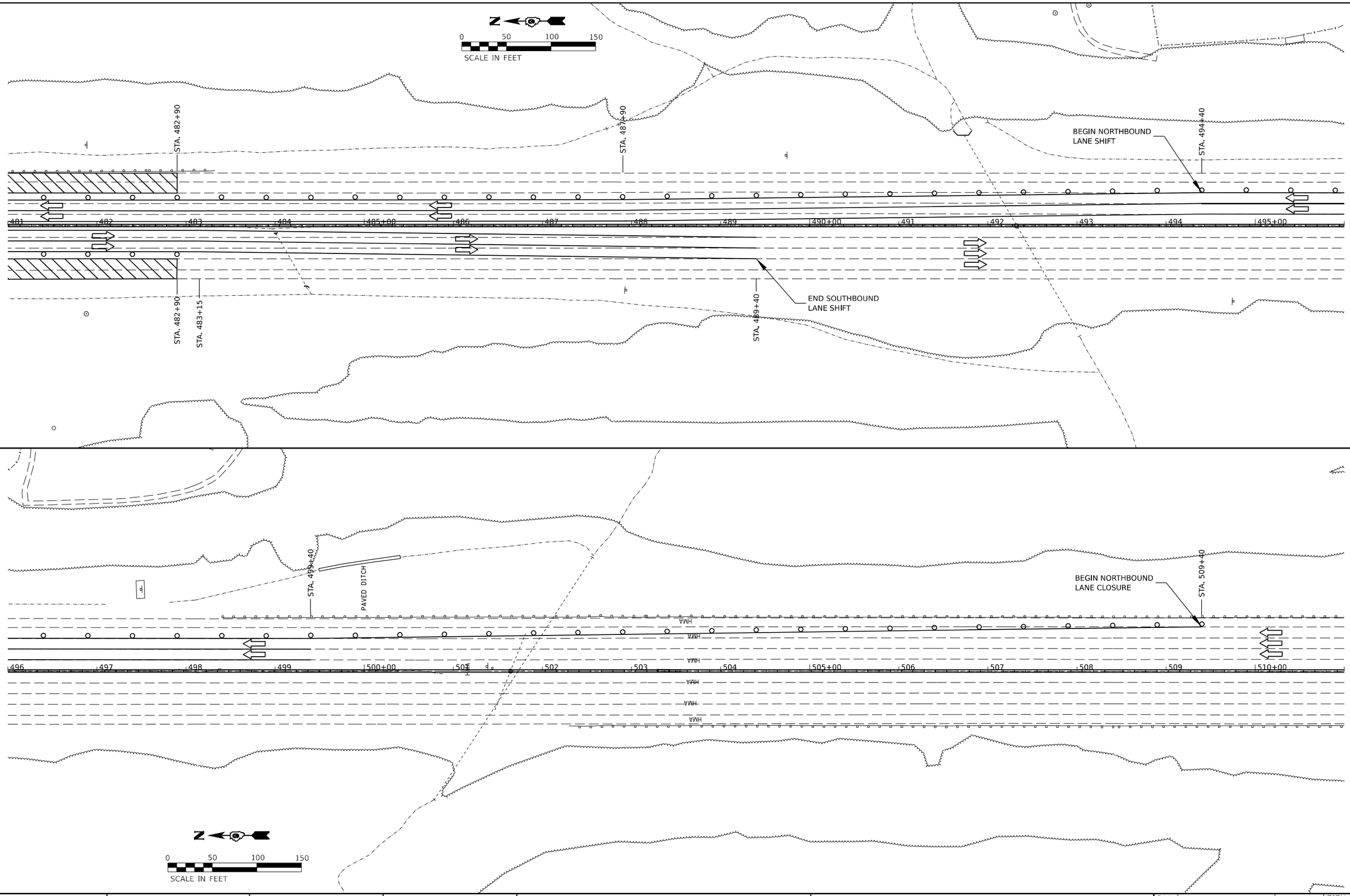
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	157
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: 3Stage 6 Plan 2
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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

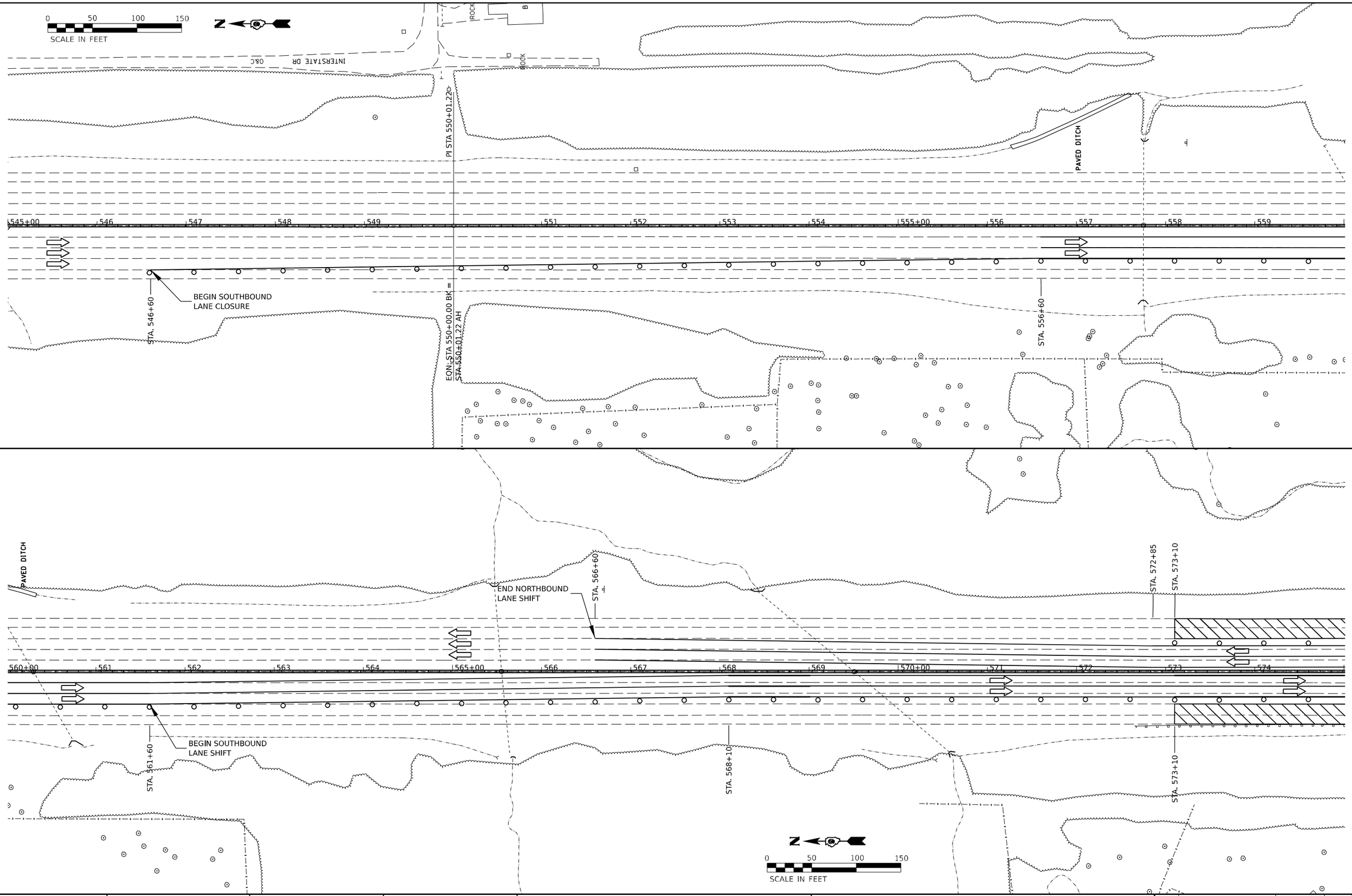
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	158
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: 4Stage 6 Plan 3
FILE NAME: pw://dlanroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADsheets/ORD/ORD-D978656-Stage6.dgn

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2021	DATE -	REVISED -

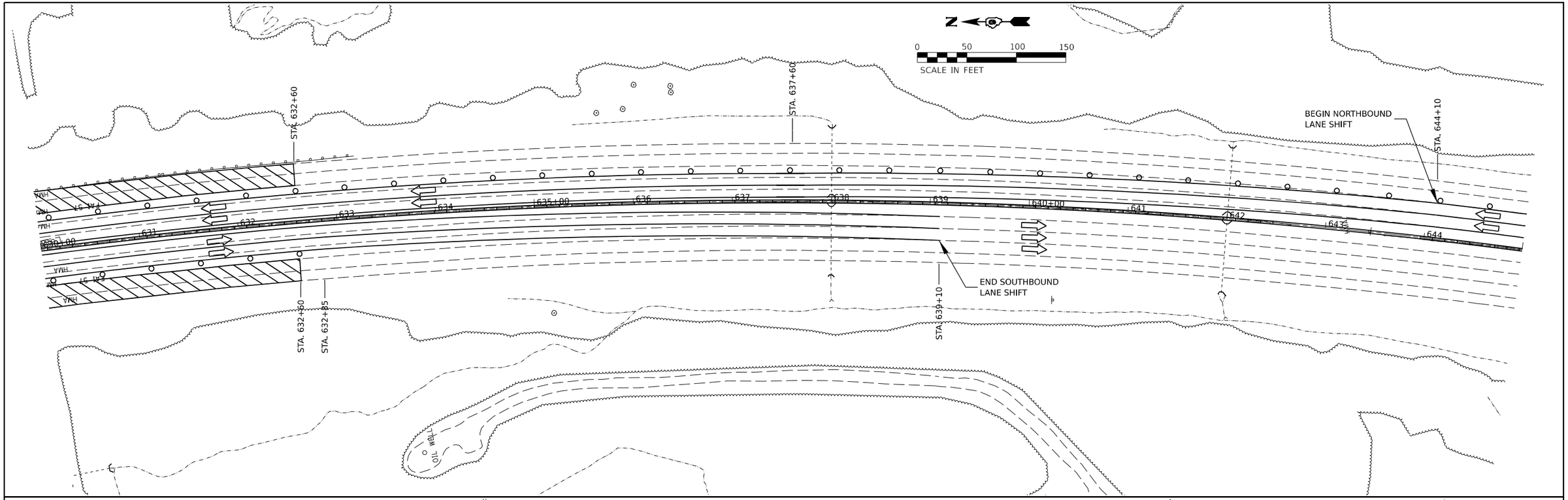
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	159
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3

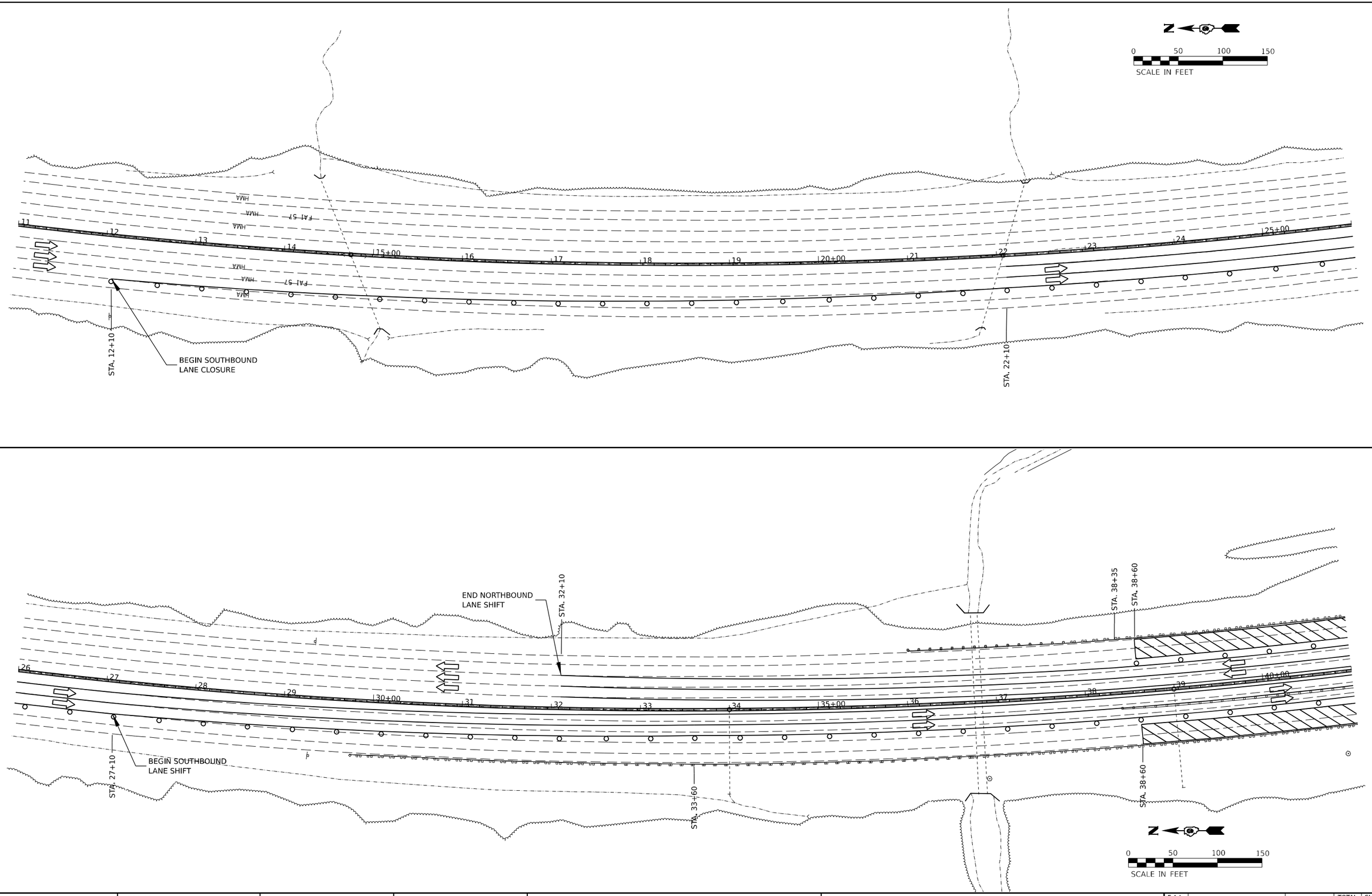


USER NAME = dailyll	DESIGNED -	REVISED -	**STATE OF ILLINOIS**	**STAGE 6 WORK ZONE PLAN**	
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**		
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 5/7/2021	DATE -	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	160
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4:(28-5)B-3

MODEL: 5Stage 6 Plan 4
FILE NAME: pw://dtmroom.dot.illinois.gov:PWDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-CADData/CADSheets-ORD/ORD-D978656-Stage6.dgn



MODEL: 6Stage 6 Plan 5
FILE NAME: pw:\\pbnroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\78656\ORD-CAD\Data\CADsheets-ORD\ORD-D978656-Stage6.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

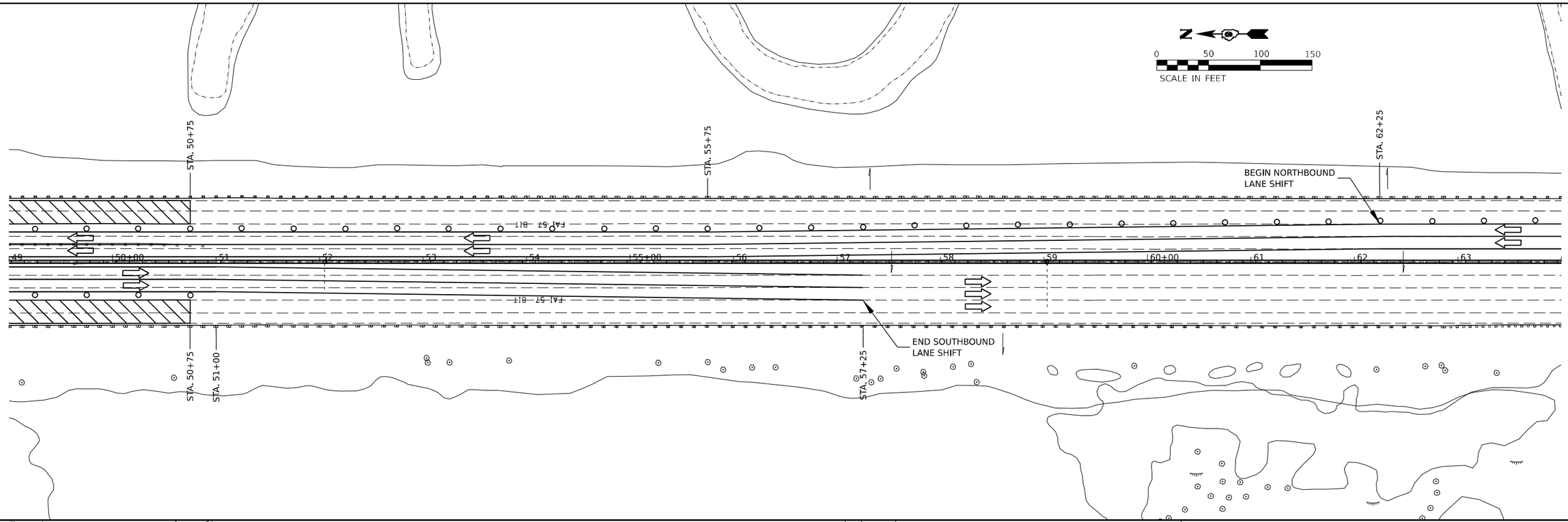
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	161
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

*D9 I-57 Add Lane-4:(28-5)B-3



MODEL: 7Stage 6 Plan 6
FILE NAME: pw://planroom.dot.illinois.gov:PWDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD-C/ADdata/CADSheets-ORD/ORD-D978656-Stage6.dgn

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/7/2021	DATE -	REVISED -	

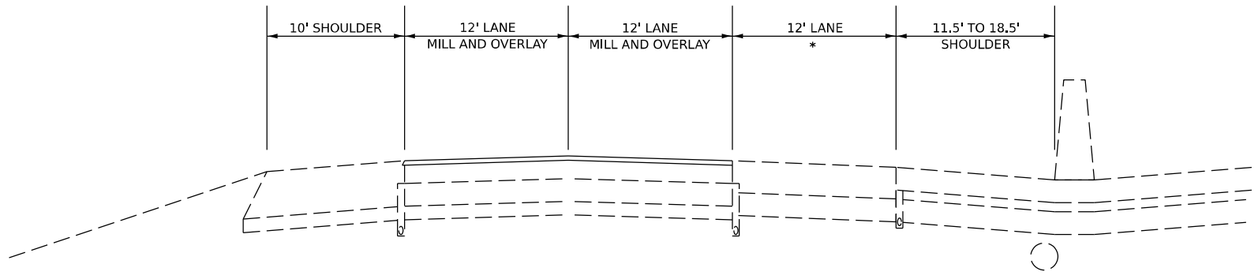
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 6 WORK ZONE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	162
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3



STAGE 7 TYPICAL

NORTHBOUND:			SOUTHBOUND		
STA. 307+00	TO	STA. 413+00	STA. 307+00	TO	STA. 413+00
STA. 418+30	TO	STA. 441+15	STA. 418+30	TO	STA. 441+15
STA. 447+70	TO	STA. 486+90	STA. 447+70	TO	STA. 486+90
STA. 493+55	TO	STA. 497+65	STA. 493+55	TO	STA. 497+65
STA. 503+70	TO	STA. 507+68.64BK	STA. 503+70	TO	STA. 507+68.64BK
STA. 477+00AH	TO	STA. 477+05	STA. 477+00AH	TO	STA. 477+05
STA. 482+80	TO	STA. 503+50	STA. 482+80	TO	STA. 503+50
* STA. 503+50	TO	STA. 528+50	* STA. 503+50	TO	STA. 528+50
STA. 528+50	TO	STA. 573+10	STA. 528+50	TO	STA. 573+10
STA. 579+45	TO	STA. 626+70	STA. 579+45	TO	STA. 626+70
STA. 632+60	TO	STA. 670+74.84BK	STA. 632+60	TO	STA. 670+74.84BK
STA. 00+00AH	TO	STA. 38+60	STA. 00+00AH	TO	STA. 38+60
STA. 50+75	TO	STA. 79+00	STA. 50+75	TO	STA. 79+00

* MILL AND OVERLAY 3RD LANE

MODEL: 1Stage 7 Typical
FILE NAME: pw://planroom.dot.illinois.gov:PWIDOT/Documents/IDOT Offices/District 9/Projects/78656/ORD/CADData/CADSheets/ORD/ORD-D978656-Staging.dgn

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	DRAWN -	REVISED -	
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PLOT DATE = 5/7/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

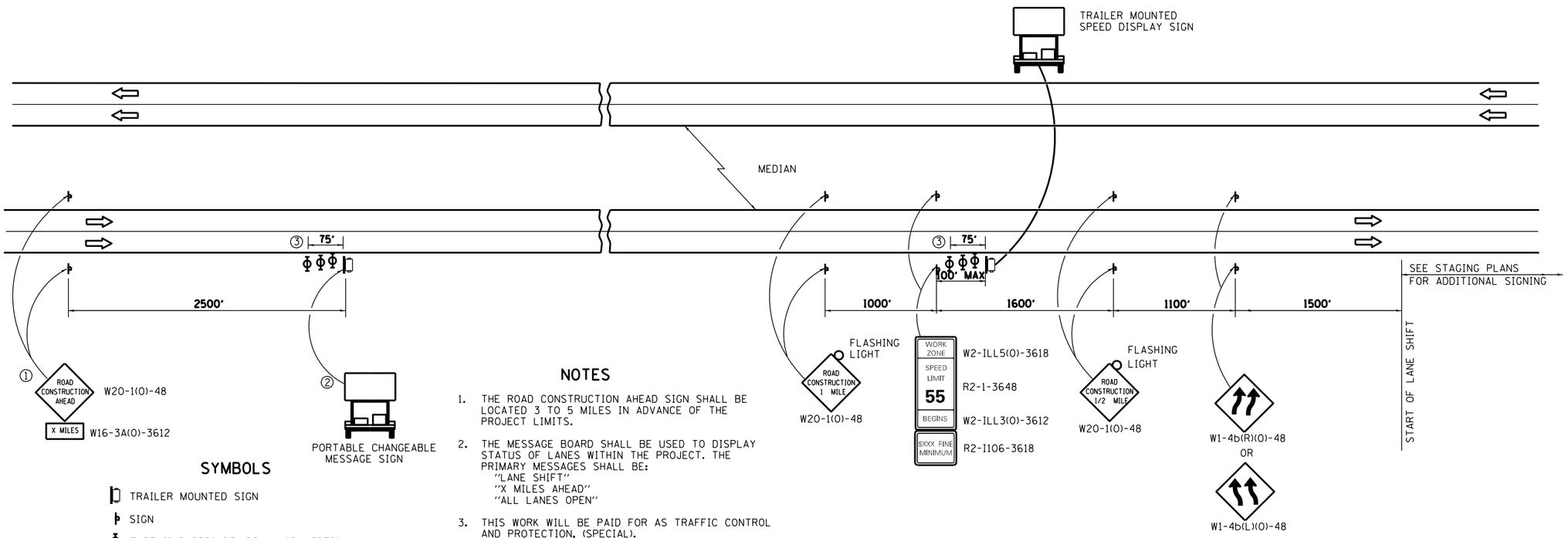
STAGE 7 TYPICAL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	163
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

*D9 I-57 Add Lane-4;(28-5)B-3

DETAIL OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)



SYMBOLS

- TRAILER MOUNTED SIGN
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

NOTES

1. THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
2. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
   "LANE SHIFT"
   "X MILES AHEAD"
   "ALL LANES OPEN"
3. THIS WORK WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

MODEL: $MODELNAME$
FILE NAME: $FILE$

USER NAME = $USER$	DESIGNED - _____	REVISED - _____	
	DRAWN - _____	REVISED - _____	
PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____	
PLOT DATE = $DATE$	DATE - _____	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS

SCALE: _____ | SHEET __ OF __ SHEETS | STA. _____ | TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	403	164
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

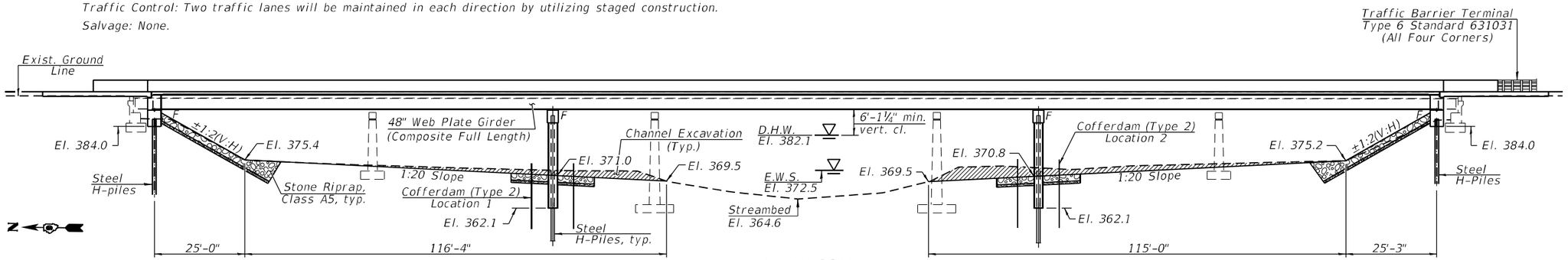
*D9 I-57 Add Lane-4:(28-5)B-3

Bench Mark #30: Chiseled square on the SW end of parapet wall on SN 028-0007 at Sta. 47+00, 20' Rt. El. 395.593

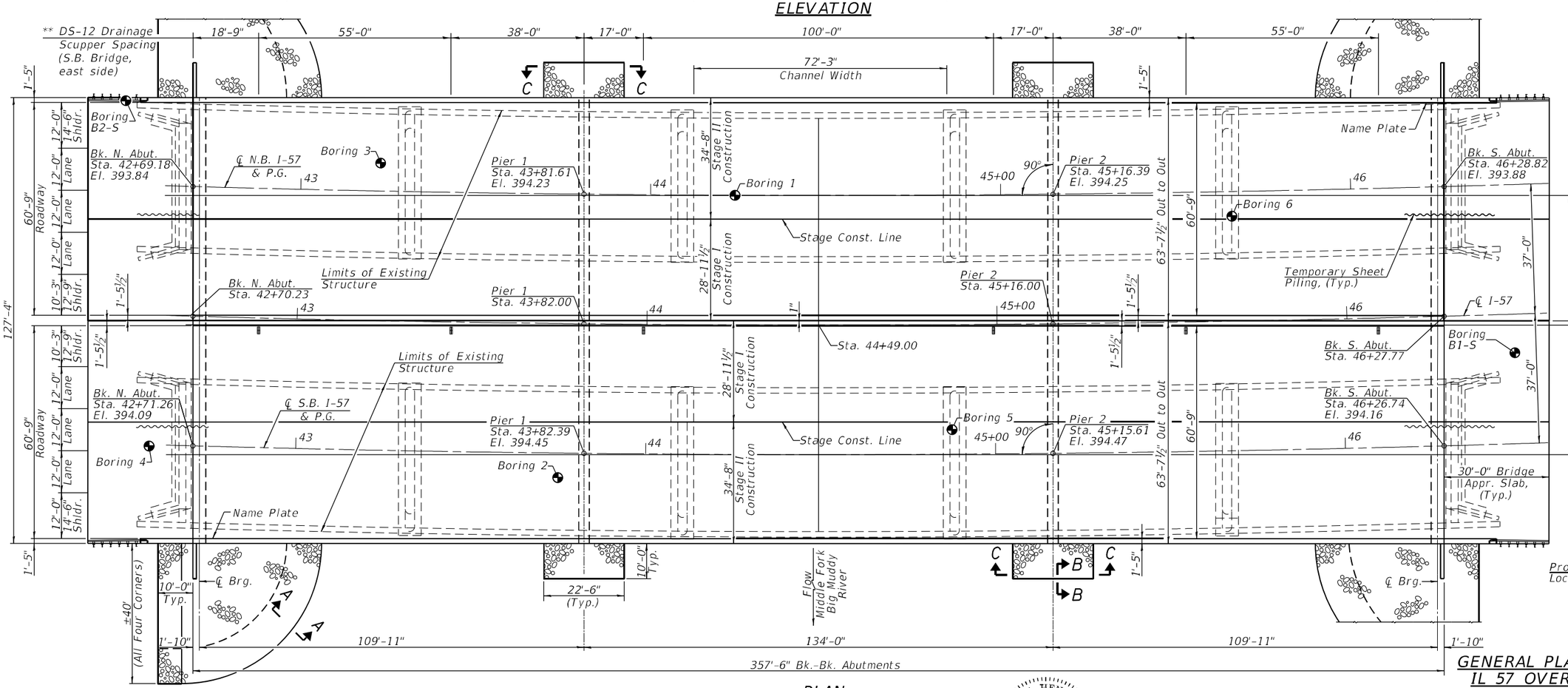
Existing Structure: Structure Numbers 028-0006 (N.B.) and 028-0007 (S.B.) were originally constructed along FAI Route 57 under Section 28-5(B-F) in 1962 as a five span reinforced concrete deck/steel beam superstructure with pile bent abutments and solid wall piers founded on pile supported footings. In 1993 (SN 028-0006) and 1994 (SN 028-0007) the decks, bearings and expansion joints were replaced and both structures widened to 39'-6" face-face of parapets and 42'-8" out-out deck. Both structures are 367'-6" back-back abutments with a 0° skew to the local tangent and superelevated at 2% across its entire width.

Traffic Control: Two traffic lanes will be maintained in each direction by utilizing staged construction.

Salvage: None.



ELEVATION



PLAN

** Drainage scuppers shall be located clear of all cross frames and 10' clear of all substructure units.

LVC = 420'

VPC STA. 42+40.00	VPI STA. 44+50.00	VPT STA. 46+60.00
El. 393.94	El. 395.05	El. 394.01
0.53%	-0.50%	

*PROFILE GRADE
(Along Southbound ℄ I-57)

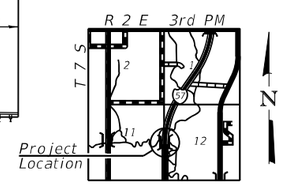
LVC = 420'

VPC STA. 42+40.00	VPI STA. 44+50.00	VPT STA. 46+60.00
El. 393.68	El. 394.90	El. 393.73
0.58%	-0.56%	

*PROFILE GRADE
(Along Northbound ℄ I-57)

* The Profile Grade shows the final elevations after grinding.

Up to ¼ inch may be ground off the bridge and bridge approach slab.



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MARA A. HENDERSON
5513
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS
Mara A Henderson 6/9/2021
Expires: 11/30/2022

GENERAL PLAN & ELEVATION
IL 57 OVER MIDDLE FORK OF BIG MUDDY RIVER
F.A.I. ROUTE 57 - SECTION (28-5)B-3
FRANKLIN COUNTY
STATION 44+49.00
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - Kevin Smith	REVISED -	
	CHECKED - Tom Casson	REVISED -	
PLOT SCALE =	DRAWN - Rick Putnam	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)
SHEET NO. 1 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	165
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

MODEL: 78656 - 165
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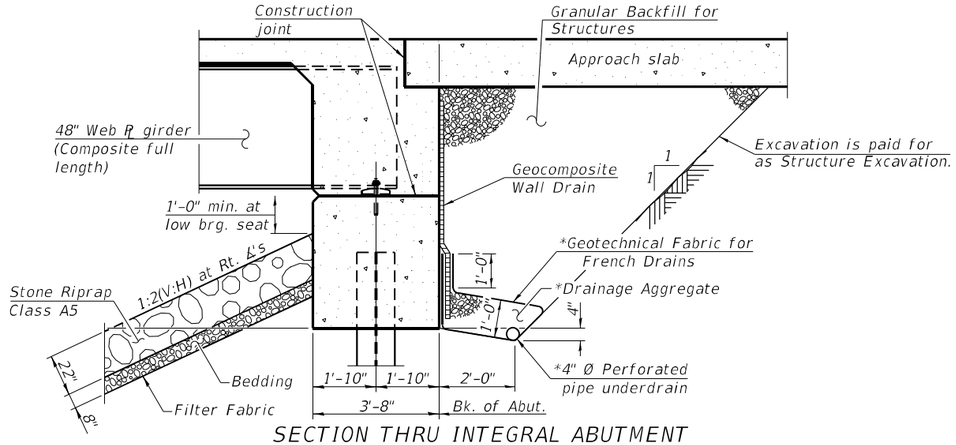
6/17/2021 8:53:26 AM



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

WATERWAY INFORMATION

Drainage Area = 228.5 mi^2

Exist. Low Grade Elev. 392.0 @ Sta. 44+49
Prop. Low Grade Elev. 392.8 @ Sta. 44+49

Flood	Freq. Yr.		Discharge (cfs)		Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	Main Channel	8992	9155	2279	2750	379.5	1.1	0.8	380.6	380.3
		Relief Channel	738	575	144	144					
		TOTAL	9730	9730	2423	2894					
	50	Main Channel	13720	13887	3098	3599	382.1	1.5	1.1	383.6	383.2
Design		Relief Channel	880	713	144	144					
		TOTAL	14600	14600	3242	3743					
	100	Main Channel	15780	15942	3421	3933	383.1	1.6	1.3	384.7	384.4
Base		Relief Channel	920	758	144	144					
		TOTAL	16700	16700	3565	4077					
	200	Main Channel	17987	18159	3550	4068	383.5	1.9	1.5	385.4	385.0
		Relief Channel	1013	841	144	144					
		TOTAL	19000	19000	3694	4212					
		Main Channel									
Overtopping		Relief Channel									
		TOTAL									
	500	Main Channel	20801	20975	3747	4271	384.1	2.1	1.7	386.2	385.8
Max. Calc.		Relief Channel	1099	925	144	144					
		TOTAL	21900	21900	3891	4415					

10 year velocity through existing bridge = 3.9 fps
10 year velocity through prop. bridge = 3.3 fps

DESIGN SCOUR ELEVATION TABLE

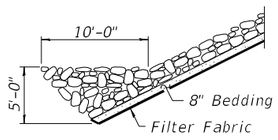
Event/Limit State	Design Scour Elevations (ft.)				
	N. Abut.	Pier 1	Pier 2	S. Abut.	Item 113
Q100	384.0	358.7	355.2	384.0	5
Q200	384.0	358.3	354.6	384.0	
Design	384.0	358.7	355.2	384.0	
Check	384.0	358.3	354.6	384.0	

STA. 44+49.00
BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 57 - SEC. (28-5)B-3
LOADING HL-93
STRUCTURE NO. 028-0087

NAME PLATE **

STA. 44+49.00
BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 57 - SEC. (28-5)B-3
LOADING HL-93
STRUCTURE NO. 028-0088

NAME PLATE**



SECTION A-A

** See Standard 515001

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq Yd		2,835	2,835
Filter Fabric	Sq. Yd.		2,616	2,616
Removal of Existing Structures No. 1	Each	1		1
Removal of Existing Structures No. 2	Each	1		1
Structure Excavation	Cu. Yd.		200	200
Cofferdam Excavation	Cu. Yd.		938	938
Cofferdam (Type 2), Location - 1	Each		1	1
Cofferdam (Type 2), Location - 2	Each		1	1
Concrete Structures	Cu. Yd.		916.2	916.2
Concrete Superstructure	Cu. Yd.	1,502		1,502
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	3324		3324
Protective Coat	Sq. Yd.	5,610		5,610
Concrete Superstructure (Approach Slab)	Cu. Yd.	357.6		357.6
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	29,766		29,766
Reinforcement Bars, Epoxy Coated	Pound	495,960	90,690	586,650
Bar Splicers	Each	2,694	312	3,006
Mechanical Bar Splicers	Each		8	8
Furnishing Steel Piles HP14x117	Foot		4,917	4,917
Driving Piles	Foot		4,917	4,917
Test Pile Steel HP14x117	Each		4	4
Name Plates	Each	2		2
Anchor Bolts, 1"	Each	176		176
Temporary Sheet Piling	Sq. Ft.		958	958
Granular Backfill for Structures	Cu. Yd.		595	595
Geocomposite Wall Drain	Sq. Yd.		300	300
Drainage Scuppers, DS-12	Each	6		6
Diamond Grinding (Bridge Section)	Sq. Yd.	5,240		5,240
Pipe Underdrains For Structures 4"	Foot		336	336

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition.

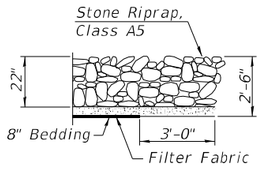
DESIGN STRESSES

FIELD UNITS

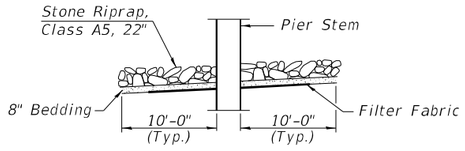
f'_c = 3,500 psi
f'_c = 4,000 psi (Superstructure Concrete)
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.247g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.681g
Soil Site Class = C



SECTION B-B
(Both piers, each end.)



SECTION C-C

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts ⅞-in. Ø, holes $^{15}/_{16}$-in. Ø, unless otherwise noted.

Calculated weight of Structural Steel = 2,155,030 pounds.

All structural steel shall be AASHTO M 270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Slipforming of the parapets will not be allowed.

GENERAL DATA
I-57 OVER MIDDLE FORK OF BIG MUDDY RIVER
F.A.I. RTE. 57 - SEC. 28-5(B-3)
FRANKLIN COUNTY
STA. 44+49.00
STRUCTURE NO. 028-0087 (N.B.)
STRUCTURE NO. 028-0088 (S.B.)

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED - JUNE 25, 2021	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)
SHEET NO. 2 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	166
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

MODEL: 78656 - 166
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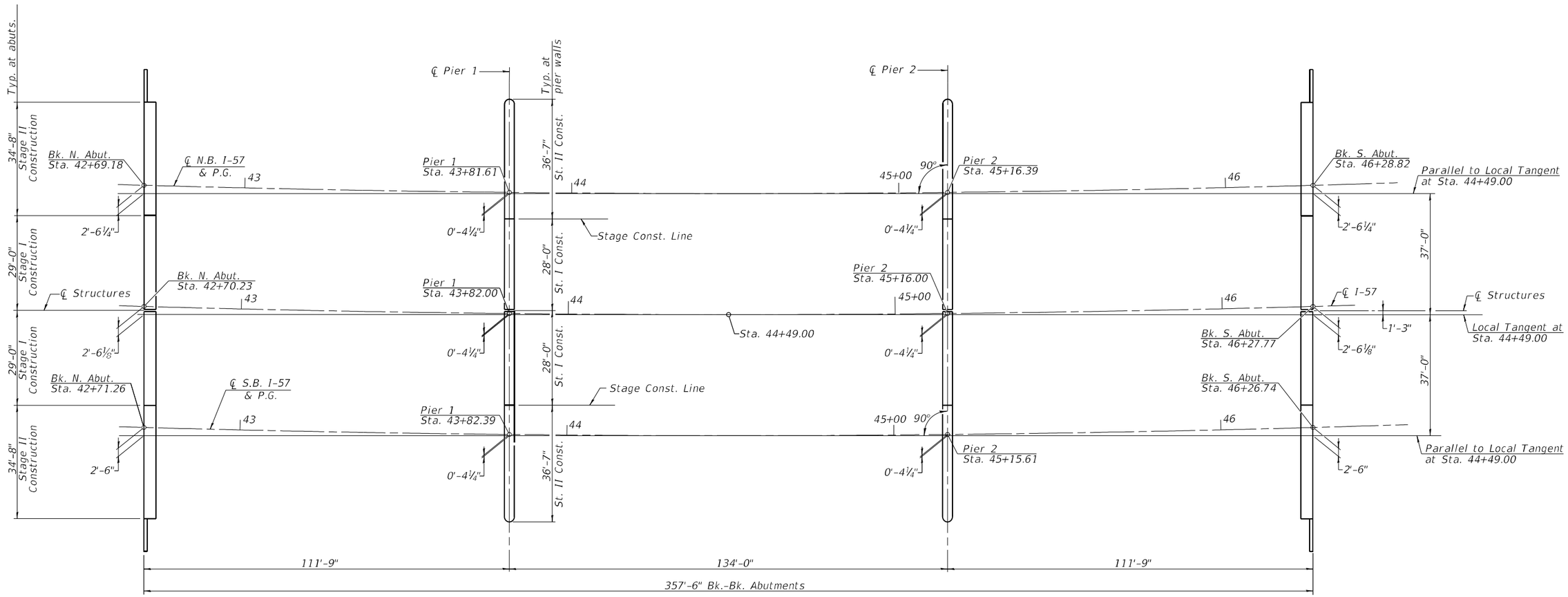
6/25/2021 10:03:08 AM



SUBSTRUCTURE LAYOUT AND OFFSET SKETCH

HORIZONTAL CURVE DATA

PI STA. = 29+60.03
Δ = 34° 04' 38" (LT)
D = 0° 54' 00"
R = 6,365.79'
T = 1,950.91'
L = 3,786.11'
E = 292.24'
P.C. STA. = 10+09.13
P.T. STA. = 47+95.24

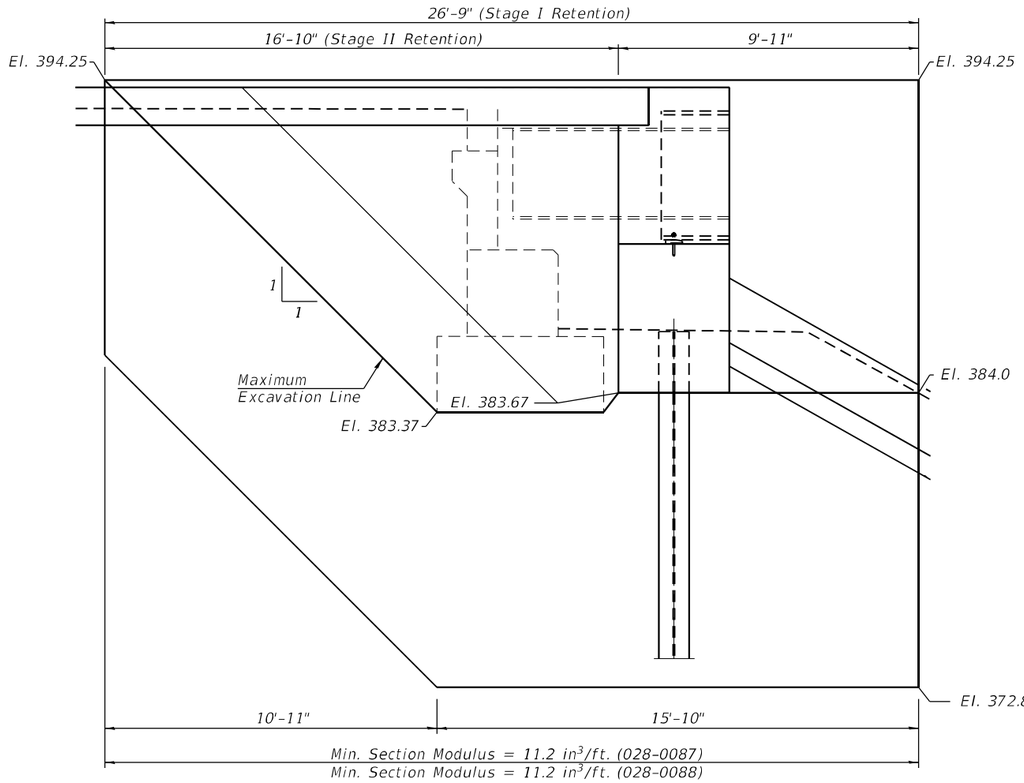
Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

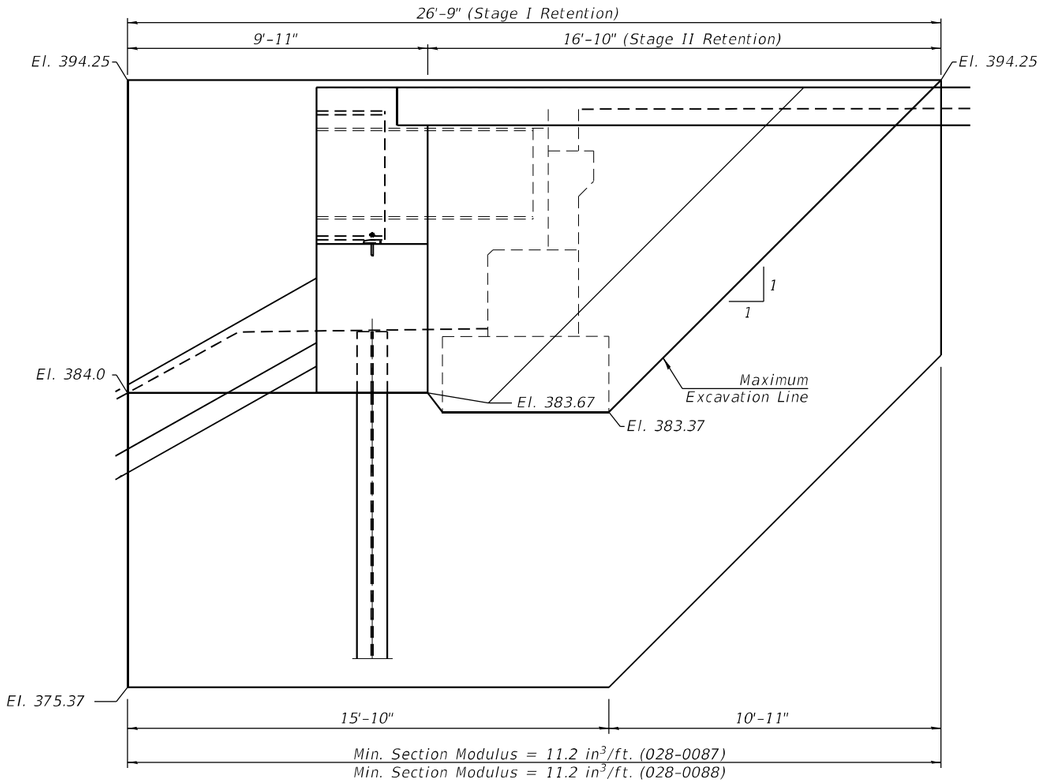
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)
SHEET NO. 3 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	167
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		



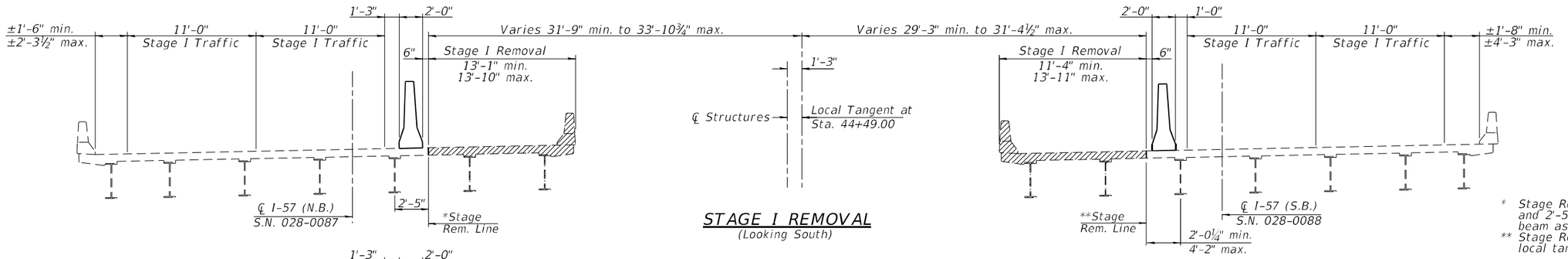
NORTH ABUTMENT TEMPORARY SHEET PILING



SOUTH ABUTMENT TEMPORARY SHEET PILING

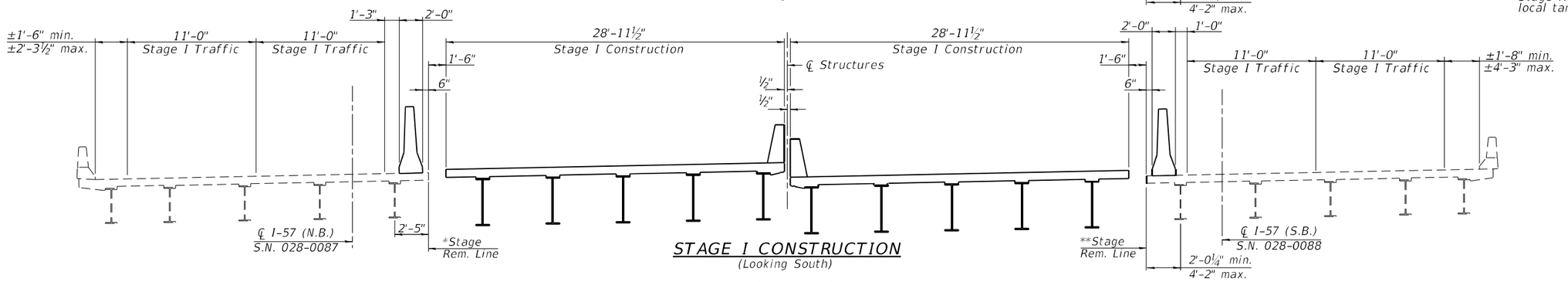
Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

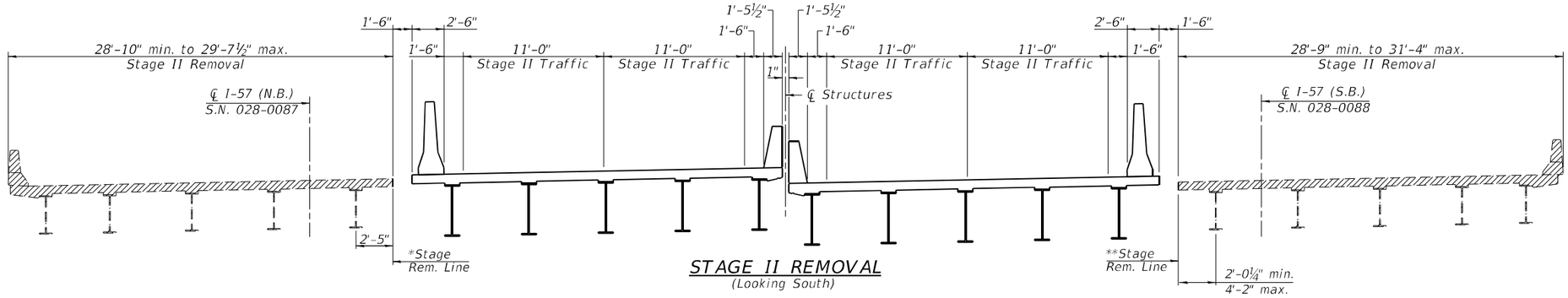


STAGE I REMOVAL
(Looking South)

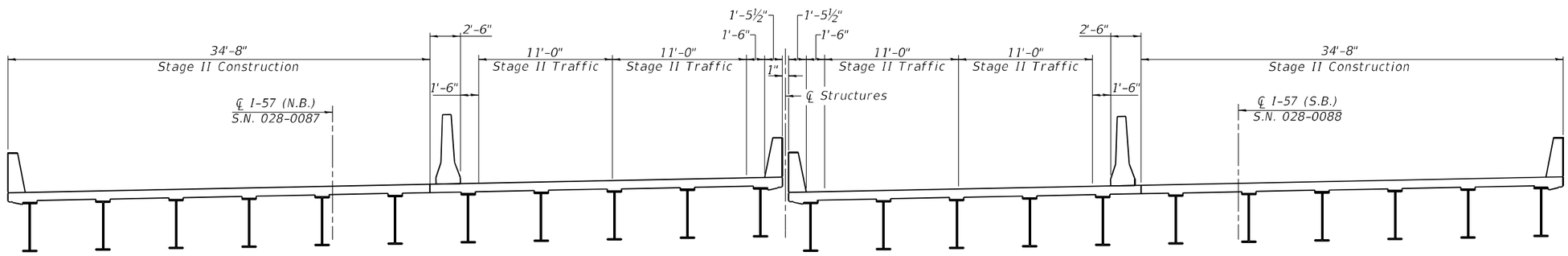
* Stage Removal Line parallel to and 2'-5" west of adjacent exist. beam as shown.
** Stage Removal Line parallel to local tangent at Sta. 44+49.00



STAGE I CONSTRUCTION
(Looking South)



STAGE II REMOVAL
(Looking South)



STAGE II CONSTRUCTION
(Looking South)

Notes:
Stage I and Stage II construction shown are for superstructure and abutments. See pier sheets for pier stage construction joints.
Hatched area indicates "Removal of Existing Structures."
For quantity of Temporary Concrete Barrier, see Roadway Plans.

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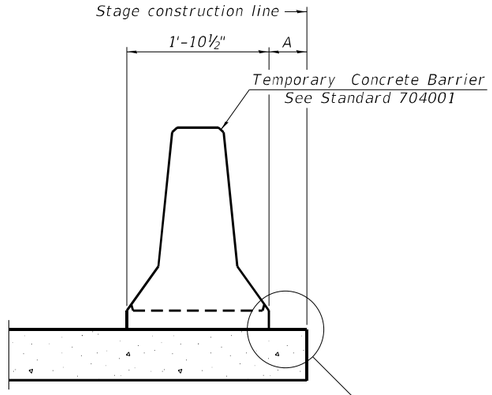
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

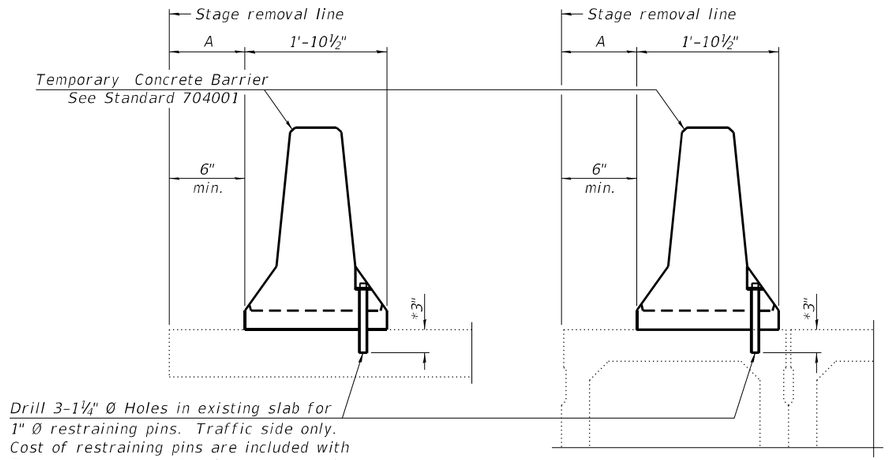
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)
SHEET NO. 5 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	169
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



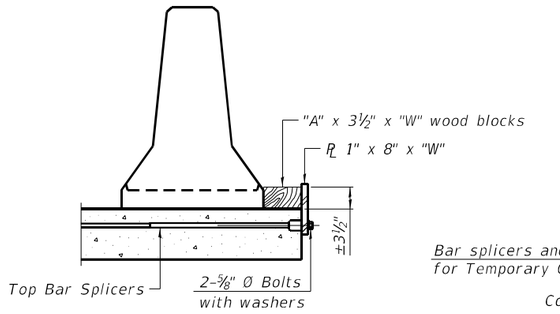
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

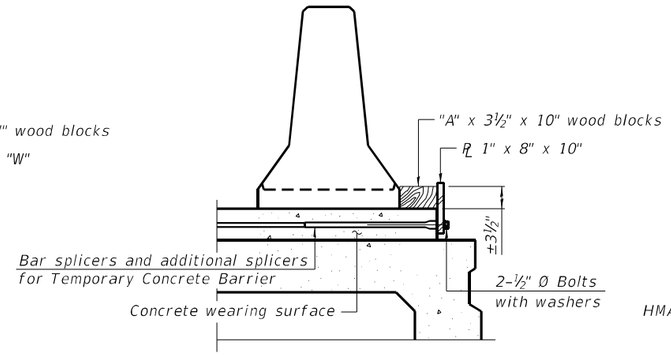
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

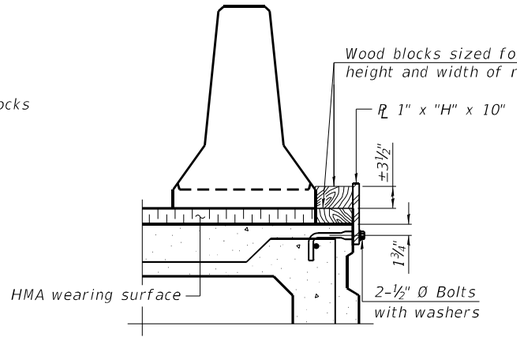
SECTIONS THRU SLAB OR DECK BEAM



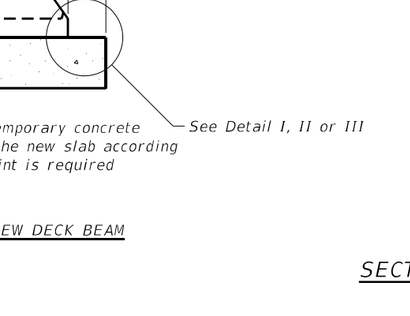
DETAIL I



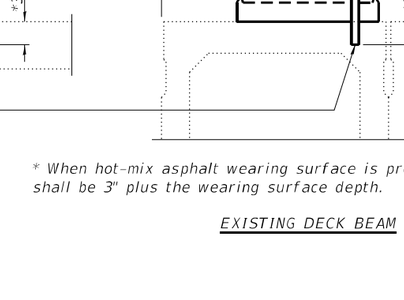
DETAIL II



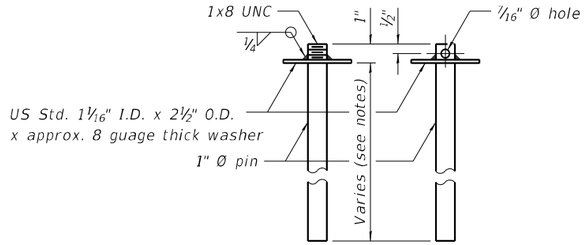
DETAIL III



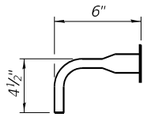
STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

2-17-2017

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IL Design Firm License No. 184.001939

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PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)

SHEET NO. 6 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	170
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

MODEL: 78656 - 170
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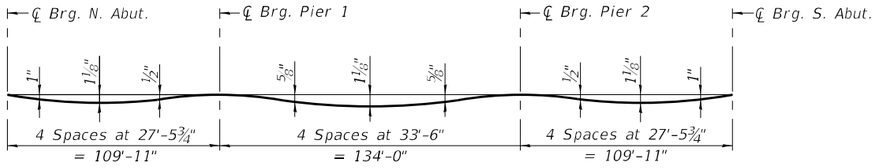
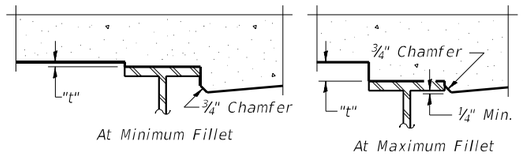


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

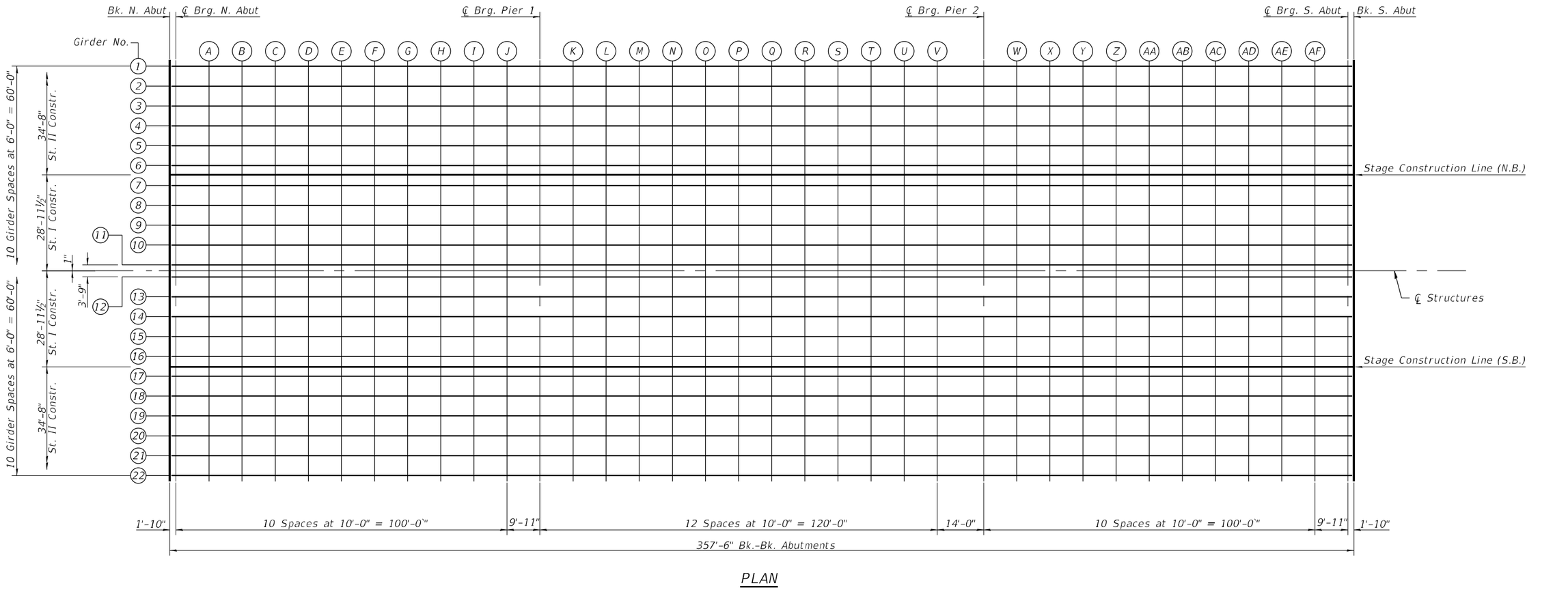
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 8 thru 14 of 51.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets 8 thru 14 of 51, minus 8¼" deck thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 8 thru 14. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

MODEL: 78656 - 171
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6/17/2021 8:37:38 AM

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IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -
	CHECKED - TRC	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0087 (N.B.) & 028-0088 (S.B.)
SHEET NO. 7 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	171
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+68.51	-60.59	393.36	393.38
℄ Brg. N. Abut.	42+70.36	-60.64	393.37	393.39
A	42+80.45	-60.92	393.41	393.46
B	42+90.54	-61.17	393.46	393.53
C	43+00.64	-61.41	393.49	393.58
D	43+10.73	-61.64	393.53	393.63
E	43+20.83	-61.85	393.56	393.66
F	43+30.93	-62.04	393.59	393.68
G	43+41.02	-62.22	393.62	393.70
H	43+51.12	-62.38	393.65	393.71
I	43+61.22	-62.53	393.67	393.71
J	43+71.32	-62.66	393.69	393.72
℄ Brg. Pier 1	43+81.33	-62.77	393.71	393.73
K	43+91.43	-62.87	393.73	393.75
L	44+01.53	-62.95	393.74	393.78
M	44+11.63	-63.02	393.76	393.81
N	44+21.73	-63.07	393.76	393.83
O	44+31.83	-63.10	393.77	393.85
P	44+41.93	-63.12	393.78	393.87
Q	44+52.03	-63.12	393.78	393.87
R	44+62.13	-63.11	393.78	393.86
S	44+72.23	-63.08	393.77	393.84
T	44+82.33	-63.04	393.77	393.83
U	44+92.43	-62.98	393.76	393.80
V	45+02.53	-62.90	393.75	393.78
℄ Brg. Pier 2	45+16.67	-62.77	393.73	393.75
W	45+26.77	-62.66	393.71	393.74
X	45+36.87	-62.52	393.70	393.74
Y	45+46.96	-62.38	393.67	393.73
Z	45+57.06	-62.22	393.65	393.73
AA	45+67.16	-62.04	393.62	393.71
AB	45+77.25	-61.85	393.60	393.70
AC	45+87.35	-61.64	393.56	393.66
AD	45+97.45	-61.41	393.53	393.62
AE	46+07.54	-61.17	393.50	393.57
AF	46+17.63	-60.91	393.46	393.51
℄ Brg. S. Abut.	46+27.64	-60.64	393.42	393.44
Bk. South Abut.	46+29.49	-60.59	393.41	393.43

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+68.68	-54.59	393.48	393.50
℄ Brg. N. Abut.	42+70.53	-54.65	393.49	393.51
A	42+80.61	-54.92	393.53	393.58
B	42+90.70	-55.17	393.58	393.65
C	43+00.78	-55.41	393.61	393.70
D	43+10.87	-55.64	393.65	393.75
E	43+20.95	-55.85	393.68	393.78
F	43+31.04	-56.04	393.71	393.80
G	43+41.13	-56.22	393.74	393.82
H	43+51.21	-56.38	393.77	393.83
I	43+61.30	-56.53	393.79	393.83
J	43+71.39	-56.66	393.81	393.84
℄ Brg. Pier 1	43+81.40	-56.77	393.83	393.85
K	43+91.49	-56.87	393.85	393.87
L	44+01.58	-56.95	393.86	393.90
M	44+11.67	-57.02	393.88	393.93
N	44+21.76	-57.07	393.88	393.95
O	44+31.85	-57.10	393.89	393.97
P	44+41.94	-57.12	393.90	393.99
Q	44+52.03	-57.12	393.90	393.99
R	44+62.12	-57.11	393.90	393.98
S	44+72.21	-57.08	393.89	393.96
T	44+82.30	-57.04	393.89	393.95
U	44+92.39	-56.98	393.88	393.92
V	45+02.48	-56.90	393.87	393.90
℄ Brg. Pier 2	45+16.60	-56.77	393.85	393.87
W	45+26.69	-56.66	393.83	393.86
X	45+36.78	-56.53	393.82	393.86
Y	45+46.87	-56.38	393.79	393.85
Z	45+56.96	-56.22	393.77	393.85
AA	45+67.05	-56.04	393.74	393.83
AB	45+77.13	-55.85	393.72	393.82
AC	45+87.22	-55.64	393.68	393.78
AD	45+97.30	-55.41	393.65	393.74
AE	46+07.39	-55.17	393.62	393.69
AF	46+17.47	-54.92	393.58	393.63
℄ Brg. S. Abut.	46+27.47	-54.65	393.54	393.56
Bk. South Abut.	46+29.32	-54.59	393.53	393.55

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+68.85	-48.60	393.60	393.62
℄ Brg. N. Abut.	42+70.70	-48.65	393.61	393.63
A	42+80.77	-48.92	393.66	393.71
B	42+90.85	-49.18	393.70	393.77
C	43+00.92	-49.42	393.73	393.82
D	43+11.00	-49.64	393.77	393.87
E	43+21.07	-49.85	393.80	393.90
F	43+31.15	-50.04	393.84	393.93
G	43+41.23	-50.22	393.86	393.94
H	43+51.31	-50.38	393.89	393.95
I	43+61.39	-50.53	393.91	393.95
J	43+71.46	-50.66	393.93	393.96
℄ Brg. Pier 1	43+81.46	-50.77	393.95	393.97
K	43+91.54	-50.87	393.97	393.99
L	44+01.62	-50.95	393.98	394.02
M	44+11.70	-51.02	394.00	394.05
N	44+21.78	-51.07	394.00	394.07
O	44+31.86	-51.10	394.01	394.09
P	44+41.94	-51.12	394.02	394.11
Q	44+52.02	-51.12	394.02	394.11
R	44+62.11	-51.11	394.02	394.10
S	44+72.19	-51.08	394.01	394.08
T	44+82.27	-51.04	394.01	394.07
U	44+92.35	-50.98	394.00	394.04
V	45+02.43	-50.90	393.99	394.02
℄ Brg. Pier 2	45+16.54	-50.77	393.97	393.99
W	45+26.62	-50.66	393.95	393.98
X	45+36.70	-50.53	393.94	393.98
Y	45+46.78	-50.38	393.91	393.97
Z	45+56.86	-50.22	393.89	393.97
AA	45+66.93	-50.04	393.86	393.95
AB	45+77.01	-49.85	393.84	393.94
AC	45+87.09	-49.64	393.81	393.91
AD	45+97.16	-49.41	393.77	393.86
AE	46+07.24	-49.17	393.74	393.81
AF	46+17.31	-48.92	393.70	393.75
℄ Brg. S. Abut.	46+27.30	-48.65	393.66	393.68
Bk. South Abut.	46+29.15	-48.60	393.65	393.67

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.02	-42.60	393.72	393.74
℄ Brg. N. Abut.	42+70.87	-42.65	393.73	393.75
A	42+80.93	-42.92	393.78	393.83
B	42+91.00	-43.18	393.82	393.89
C	43+01.06	-43.42	393.86	393.95
D	43+11.13	-43.64	393.89	393.99
E	43+21.19	-43.85	393.92	394.02
F	43+31.26	-44.04	393.96	394.05
G	43+41.33	-44.22	393.98	394.06
H	43+51.40	-44.38	394.01	394.07
I	43+61.47	-44.53	394.03	394.07
J	43+71.54	-44.66	394.05	394.08
℄ Brg. Pier 1	43+81.52	-44.77	394.07	394.09
K	43+91.59	-44.87	394.09	394.11
L	44+01.67	-44.95	394.10	394.14
M	44+11.74	-45.02	394.12	394.17
N	44+21.81	-45.07	394.12	394.19
O	44+31.88	-45.10	394.13	394.21
P	44+41.95	-45.12	394.14	394.23
Q	44+52.02	-45.12	394.14	394.23
R	44+62.09	-45.11	394.14	394.22
S	44+72.16	-45.08	394.13	394.20
T	44+82.24	-45.04	394.13	394.19
U	44+92.31	-44.98	394.12	394.16
V	45+02.38	-44.90	394.11	394.14
℄ Brg. Pier 2	45+16.48	-44.77	394.09	394.11
W	45+26.55	-44.66	394.07	394.10
X	45+36.62	-44.53	394.06	394.10
Y	45+46.68	-44.38	394.03	394.09
Z	45+56.75	-44.22	394.01	394.09
AA	45+66.82	-44.04	393.99	394.08
AB	45+76.89	-43.85	393.96	394.06
AC	45+86.96	-43.64	393.93	394.03
AD	45+97.02	-43.42	393.89	393.98
AE	46+07.09	-43.18	393.86	393.93
AF	46+17.15	-42.92	393.82	393.87
℄ Brg. S. Abut.	46+27.13	-42.65	393.78	393.80
Bk. South Abut.	46+28.98	-42.60	393.77	393.79

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.19	-36.60	393.83	393.85
℄ Brg. N. Abut.	42+71.04	-36.65	393.84	393.86
A	42+81.09	-36.92	393.89	393.94
B	42+91.15	-37.18	393.94	394.01
C	43+01.20	-37.42	393.98	394.07
D	43+11.26	-37.64	394.01	394.11
E	43+21.32	-37.85	394.04	394.14
F	43+31.37	-38.05	394.08	394.17
G	43+41.43	-38.22	394.10	394.18
H	43+51.49	-38.38	394.13	394.19
I	43+61.55	-38.53	394.15	394.19
J	43+71.61	-38.66	394.18	394.21
℄ Brg. Pier 1	43+81.59	-38.77	394.19	394.21
K	43+91.65	-38.87	394.21	394.23
L	44+01.71	-38.95	394.22	394.26
M	44+11.77	-39.02	394.24	394.29
N	44+21.83	-39.07	394.24	394.31
O	44+31.89	-39.10	394.25	394.33
P	44+41.96	-39.12	394.26	394.35
Q	44+52.02	-39.12	394.26	394.35
R	44+62.08	-39.11	394.26	394.34
S	44+72.14	-39.08	394.25	394.32
T	44+82.20	-39.04	394.25	394.31
U	44+92.27	-38.98	394.24	394.28
V	45+02.33	-38.90	394.23	394.26
℄ Brg. Pier 2	45+16.41	-38.77	394.21	394.23
W	45+26.47	-38.66	394.19	394.22
X	45+36.53	-38.53	394.18	394.22
Y	45+46.59	-38.38	394.15	394.21
Z	45+56.65	-38.22	394.13	394.21
AA	45+66.71	-38.04	394.11	394.20
AB	45+76.77	-37.85	394.08	394.18
AC	45+86.83	-37.64	394.05	394.15
AD	45+96.88	-37.42	394.01	394.10
AE	46+06.94	-37.18	393.98	394.05
AF	46+16.99	-36.92	393.94	393.99
℄ Brg. S. Abut.	46+26.96	-36.65	393.89	393.91
Bk. South Abut.	46+28.81	-36.60	393.88	393.90

℄ ROADWAY (N.B)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.18	-37.00	393.84	393.86
℄ Brg. N. Abut.	42+71.03	-37.00	393.85	393.87
A	42+81.09	-37.00	393.90	393.95
B	42+91.15	-37.00	393.94	394.01
C	43+01.21	-37.00	393.98	394.07
D	43+11.27	-37.00	394.02	394.12
E	43+21.33	-37.00	394.06	394.16
F	43+31.39	-37.00	394.10	394.19
G	43+41.45	-37.00	394.13	394.21
H	43+51.51	-37.00	394.16	394.22
I	43+61.57	-37.00	394.18	394.22
J	43+71.63	-37.00	394.21	394.24
℄ Brg. Pier 1	43+81.61	-37.00	394.23	394.25
K	43+91.67	-37.00	394.25	394.27
L	44+01.72	-37.00	394.26	394.30
M	44+11.78	-37.00	394.28	394.33
N	44+21.84	-37.00	394.29	394.36
O	44+31.90	-37.00	394.29	394.37
P	44+41.96	-37.00	394.30	394.39
Q	44+52.02	-37.00	394.30	394.39
R	44+62.08	-37.00	394.30	394.38
S	44+72.13	-37.00	394.30	394.37
T	44+82.19	-37.00	394.29	394.35
U	44+92.25	-37.00	394.28	394.32
V	45+02.31	-37.00	394.27	394.30
℄ Brg. Pier 2	45+16.39	-37.00	394.25	394.27
W	45+26.45	-37.00	394.23	394.26
X	45+36.51	-37.00	394.21	394.25
Y	45+46.57	-37.00	394.18	394.24
Z	45+56.63	-37.00	394.16	394.24
AA	45+66.69	-37.00	394.13	394.22
AB	45+76.75	-37.00	394.09	394.19
AC	45+86.81	-37.00	394.06	394.16
AD	45+96.87	-37.00	394.02	394.11
AE	46+06.93	-37.00	393.98	394.05
AF	46+17.00	-37.00	393.94	393.99
℄ Brg. S. Abut.	46+26.97	-37.00	393.89	393.91
Bk. South Abut.	46+28.82	-37.00	393.88	393.90

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.36	-30.60	393.97	393.99
℄ Brg. N. Abut.	42+71.20	-30.65	393.97	393.99
A	42+81.25	-30.93	394.02	394.07
B	42+91.29	-31.18	394.06	394.13
C	43+01.34	-31.42	394.10	394.19
D	43+11.39	-31.65	394.13	394.23
E	43+21.44	-31.85	394.17	394.27
F	43+31.49	-32.05	394.20	394.29
G	43+41.53	-32.22	394.22	394.30
H	43+51.58	-32.38	394.25	394.31
I	43+61.63	-32.53	394.27	394.31
J	43+71.68	-32.66	394.30	394.33
℄ Brg. Pier 1	43+81.65	-32.77	394.31	394.33
K	43+91.70	-32.87	394.33	394.35
L	44+01.76	-32.95	394.34	394.38
M	44+11.81	-33.02	394.36	394.41
N	44+21.86	-33.07	394.36	394.43
O	44+31.91	-33.10	394.37	394.45
P	44+41.96	-33.12	394.38	394.47
Q	44+52.02	-33.12	394.38	394.47
R	44+62.07	-33.11	394.38	394.46
S	44+72.12	-33.08	394.37	394.44
T	44+82.17	-33.04	394.37	394.43
U	44+92.22	-32.98	394.36	394.40
V	45+02.28	-32.90	394.35	394.38
℄ Brg. Pier 2	45+16.35	-32.77	394.33	394.35
W	45+26.40	-32.66	394.31	394.34
X	45+36.45	-32.53	394.30	394.34
Y	45+46.50	-32.38	394.28	394.34
Z	45+56.55	-32.22	394.25	394.33
AA	45+66.60	-32.04	394.23	394.32
AB	45+76.65	-31.85	394.20	394.30
AC	45+86.70	-31.64	394.17	394.27
AD	45+96.74	-31.42	394.13	394.22
AE	46+06.79	-31.18	394.10	394.17
AF	46+16.83	-30.92	394.06	394.11
℄ Brg. S. Abut.	46+26.80	-30.65	394.02	394.04
Bk. South Abut.	46+28.64	-30.60	394.01	394.03

STAGE CONSTRUCTION LINE (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.44	-27.73	394.02	394.04
℄ Brg. N. Abut.	42+71.28	-27.78	394.03	394.05
A	42+81.33	-28.05	394.08	394.13
B	42+91.37	-28.31	394.12	394.19
C	43+01.41	-28.55	394.15	394.24
D	43+11.45	-28.77	394.19	394.29
E	43+21.49	-28.98	394.22	394.32
F	43+31.54	-29.17	394.25	394.34
G	43+41.58	-29.35	394.28	394.36
H	43+51.63	-29.51	394.31	394.37
I	43+61.67	-29.65	394.33	394.37
J	43+71.72	-29.78	394.35	394.38
℄ Brg. Pier 1	43+81.68	-29.90	394.37	394.39
K	43+91.73	-29.99	394.39	394.41
L	44+01.78	-30.08	394.40	394.44
M	44+11.82	-30.14	394.41	394.46
N	44+21.87	-30.19	394.42	394.49
O	44+31.92	-30.23	394.43	394.52
P	44+41.97	-30.25	394.43	394.52
Q	44+52.01	-30.25	394.43	394.52
R	44+62.06	-30.24	394.43	394.51
S	44+72.11	-30.21	394.43	394.50
T	44+82.16	-30.16	394.43	394.49
U	44+92.20	-30.10	394.42	394.46
V	45+02.25	-30.03	394.41	394.44
℄ Brg. Pier 2	45+16.32	-29.90	394.39	394.41
W	45+26.36	-29.78	394.37	394.40
X	45+36.41	-29.65	394.35	394.39
Y	45+46.46	-29.51	394.33	394.39
Z	45+56.50	-29.35	394.31	394.39
AA	45+66.55	-29.17	394.28	394.37
AB	45+76.59	-28.98	394.26	394.36
AC	45+86.63	-28.77	394.22	394.32
AD	45+96.68	-28.54	394.19	394.28
AE	46+06.72	-28.31	394.16	394.23
AF	46+16.76	-28.05	394.12	394.17
℄ Brg. S. Abut.	46+26.72	-27.78	394.08	394.10
Bk. South Abut.	46+28.56	-27.73	394.07	394.09

MODEL: 78656 - 173
FILE NAME: Z:\V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D978631-structure.dgn

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

6/17/2021 8:37:40 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 9 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	173
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.53	-24.61	394.09	394.11
℄ Brg. N. Abut.	42+71.37	-24.66	394.10	394.12
A	42+81.41	-24.93	394.14	394.19
B	42+91.44	-25.18	394.18	394.25
C	43+01.48	-25.42	394.22	394.31
D	43+11.52	-25.65	394.25	394.35
E	43+21.56	-25.85	394.29	394.39
F	43+31.60	-26.05	394.32	394.41
G	43+41.64	-26.22	394.34	394.42
H	43+51.68	-26.38	394.37	394.43
I	43+61.72	-26.53	394.39	394.43
J	43+71.76	-26.66	394.42	394.45
℄ Brg. Pier 1	43+81.72	-26.77	394.43	394.45
K	43+91.76	-26.87	394.45	394.47
L	44+01.80	-26.95	394.46	394.50
M	44+11.84	-27.02	394.48	394.53
N	44+21.88	-27.07	394.48	394.55
O	44+31.93	-27.10	394.49	394.57
P	44+41.97	-27.12	394.50	394.59
Q	44+52.01	-27.12	394.50	394.59
R	44+62.06	-27.11	394.50	394.58
S	44+72.10	-27.08	394.49	394.56
T	44+82.14	-27.04	394.49	394.55
U	44+92.18	-26.98	394.48	394.52
V	45+02.23	-26.90	394.47	394.50
℄ Brg. Pier 2	45+16.28	-26.77	394.45	394.47
W	45+26.33	-26.66	394.43	394.46
X	45+36.37	-26.53	394.42	394.46
Y	45+46.41	-26.38	394.40	394.46
Z	45+56.45	-26.22	394.37	394.45
AA	45+66.49	-26.05	394.35	394.44
AB	45+76.53	-25.85	394.32	394.42
AC	45+86.56	-25.65	394.29	394.39
AD	45+96.60	-25.42	394.25	394.34
AE	46+06.64	-25.18	394.22	394.29
AF	46+16.68	-24.93	394.18	394.23
℄ Brg. S. Abut.	46+26.63	-24.66	394.14	394.16
Bk. South Abut.	46+28.47	-24.61	394.13	394.15

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.70	-18.61	394.21	394.23
℄ Brg. N. Abut.	42+71.54	-18.66	394.22	394.24
A	42+81.57	-18.93	394.26	394.31
B	42+91.59	-19.19	394.30	394.37
C	43+01.62	-19.42	394.34	394.43
D	43+11.65	-19.65	394.37	394.47
E	43+21.68	-19.86	394.41	394.51
F	43+31.71	-20.05	394.44	394.53
G	43+41.74	-20.22	394.47	394.55
H	43+51.77	-20.39	394.49	394.55
I	43+61.80	-20.53	394.51	394.55
J	43+71.83	-20.66	394.54	394.57
℄ Brg. Pier 1	43+81.78	-20.77	394.55	394.57
K	43+91.81	-20.87	394.57	394.59
L	44+01.84	-20.95	394.58	394.62
M	44+11.88	-21.02	394.60	394.65
N	44+21.91	-21.07	394.60	394.67
O	44+31.94	-21.10	394.61	394.69
P	44+41.98	-21.12	394.62	394.71
Q	44+52.01	-21.12	394.62	394.71
R	44+62.04	-21.11	394.62	394.70
S	44+72.08	-21.08	394.61	394.68
T	44+82.11	-21.04	394.61	394.67
U	44+92.14	-20.98	394.60	394.64
V	45+02.18	-20.90	394.59	394.62
℄ Brg. Pier 2	45+16.22	-20.77	394.57	394.59
W	45+26.25	-20.66	394.56	394.59
X	45+36.28	-20.53	394.54	394.58
Y	45+46.32	-20.38	394.52	394.58
Z	45+56.35	-20.22	394.49	394.57
AA	45+66.38	-20.05	394.47	394.56
AB	45+76.41	-19.85	394.44	394.54
AC	45+86.43	-19.65	394.41	394.51
AD	45+96.46	-19.42	394.37	394.46
AE	46+06.49	-19.18	394.34	394.41
AF	46+16.52	-18.93	394.30	394.35
℄ Brg. S. Abut.	46+26.46	-18.66	394.26	394.28
Bk. South Abut.	46+28.30	-18.61	394.25	394.27

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+69.87	-12.61	394.33	394.35
℄ Brg. N. Abut.	42+71.71	-12.66	394.34	394.36
A	42+81.72	-12.93	394.38	394.43
B	42+91.74	-13.19	394.42	394.49
C	43+01.76	-13.43	394.46	394.55
D	43+11.78	-13.65	394.49	394.59
E	43+21.80	-13.86	394.53	394.63
F	43+31.82	-14.05	394.56	394.65
G	43+41.84	-14.23	394.59	394.67
H	43+51.86	-14.39	394.61	394.67
I	43+61.88	-14.53	394.63	394.67
J	43+71.90	-14.66	394.66	394.69
℄ Brg. Pier 1	43+81.84	-14.77	394.67	394.69
K	43+91.87	-14.87	394.69	394.71
L	44+01.89	-14.95	394.70	394.74
M	44+11.91	-15.02	394.72	394.77
N	44+21.94	-15.07	394.72	394.79
O	44+31.96	-15.10	394.73	394.81
P	44+41.98	-15.12	394.74	394.83
Q	44+52.01	-15.12	394.74	394.83
R	44+62.03	-15.11	394.74	394.82
S	44+72.05	-15.08	394.73	394.80
T	44+82.08	-15.04	394.73	394.79
U	44+92.10	-14.98	394.72	394.76
V	45+02.13	-14.90	394.71	394.74
℄ Brg. Pier 2	45+16.16	-14.77	394.69	394.71
W	45+26.18	-14.66	394.68	394.71
X	45+36.20	-14.53	394.66	394.70
Y	45+46.22	-14.38	394.64	394.70
Z	45+56.24	-14.22	394.61	394.69
AA	45+66.27	-14.05	394.59	394.68
AB	45+76.29	-13.86	394.56	394.66
AC	45+86.31	-13.65	394.53	394.63
AD	45+96.32	-13.42	394.50	394.59
AE	46+06.34	-13.19	394.46	394.53
AF	46+16.36	-12.93	394.42	394.47
℄ Brg. S. Abut.	46+26.29	-12.66	394.38	394.40
Bk. South Abut.	46+28.13	-12.61	394.37	394.39

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.04	-6.61	394.45	394.47
℄ Brg. N. Abut.	42+71.88	-6.66	394.46	394.48
A	42+81.88	-6.93	394.50	394.55
B	42+91.89	-7.19	394.54	394.61
C	43+01.90	-7.43	394.58	394.67
D	43+11.91	-7.65	394.61	394.71
E	43+21.92	-7.86	394.65	394.75
F	43+31.93	-8.05	394.68	394.77
G	43+41.94	-8.23	394.71	394.79
H	43+51.95	-8.39	394.73	394.79
I	43+61.96	-8.53	394.75	394.79
J	43+71.98	-8.66	394.78	394.81
℄ Brg. Pier 1	43+81.91	-8.77	394.79	394.81
K	43+91.92	-8.87	394.81	394.83
L	44+01.93	-8.95	394.82	394.86
M	44+11.95	-9.02	394.84	394.89
N	44+21.96	-9.07	394.84	394.91
O	44+31.98	-9.10	394.85	394.93
P	44+41.99	-9.12	394.86	394.95
Q	44+52.00	-9.12	394.86	394.95
R	44+62.02	-9.11	394.86	394.94
S	44+72.03	-9.08	394.85	394.92
T	44+82.05	-9.04	394.85	394.91
U	44+92.06	-8.98	394.84	394.88
V	45+02.07	-8.90	394.83	394.86
℄ Brg. Pier 2	45+16.09	-8.77	394.81	394.83
W	45+26.11	-8.66	394.80	394.83
X	45+36.12	-8.53	394.78	394.82
Y	45+46.13	-8.39	394.76	394.82
Z	45+56.14	-8.22	394.73	394.81
AA	45+66.15	-8.05	394.71	394.80
AB	45+76.17	-7.86	394.68	394.78
AC	45+86.18	-7.65	394.65	394.75
AD	45+96.18	-7.43	394.62	394.71
AE	46+06.19	-7.19	394.58	394.65
AF	46+16.20	-6.93	394.54	394.59
℄ Brg. S. Abut.	46+26.12	-6.66	394.50	394.52
Bk. South Abut.	46+27.96	-6.61	394.50	394.52

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 10 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	174
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.21	-.62	394.57	394.59
℄ Brg. N. Abut.	42+72.04	-.67	394.58	394.60
A	42+82.04	-.94	394.62	394.67
B	42+92.04	-1.19	394.66	394.73
C	43+02.04	-1.43	394.70	394.79
D	43+12.04	-1.65	394.73	394.83
E	43+22.04	-1.86	394.77	394.87
F	43+32.04	-2.05	394.80	394.89
G	43+42.04	-2.23	394.83	394.91
H	43+52.04	-2.39	394.85	394.91
I	43+62.05	-2.53	394.88	394.92
J	43+72.05	-2.66	394.90	394.93
℄ Brg. Pier 1	43+81.97	-2.77	394.91	394.93
K	43+91.97	-2.87	394.93	394.95
L	44+01.98	-2.95	394.94	394.98
M	44+11.98	-3.02	394.96	395.01
N	44+21.99	-3.07	394.96	395.03
O	44+31.99	-3.10	394.97	395.05
P	44+42.00	-3.12	394.98	395.07
Q	44+52.00	-3.12	394.98	395.07
R	44+62.01	-3.11	394.98	395.06
S	44+72.01	-3.08	394.97	395.04
T	44+82.02	-3.04	394.97	395.03
U	44+92.02	-2.98	394.96	395.00
V	45+02.02	-2.90	394.95	394.98
℄ Brg. Pier 2	45+16.03	-2.77	394.93	394.95
W	45+26.03	-2.66	394.92	394.95
X	45+36.04	-2.53	394.90	394.94
Y	45+46.04	-2.39	394.88	394.94
Z	45+56.04	-2.23	394.85	394.93
AA	45+66.04	-2.05	394.83	394.92
AB	45+76.05	-1.86	394.80	394.90
AC	45+86.05	-1.65	394.77	394.87
AD	45+96.05	-1.43	394.74	394.83
AE	46+06.05	-1.19	394.70	394.77
AF	46+16.04	-.93	394.66	394.71
℄ Brg. S. Abut.	46+25.96	-.67	394.62	394.64
Bk. South Abut.	46+27.79	-.62	394.62	394.64

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.31	3.13	393.41	393.43
℄ Brg. N. Abut.	42+72.15	3.08	393.42	393.44
A	42+82.14	2.81	393.46	393.51
B	42+92.13	2.56	393.49	393.56
C	43+02.12	2.32	393.53	393.62
D	43+12.12	2.10	393.56	393.66
E	43+22.11	1.89	393.59	393.69
F	43+32.11	1.70	393.62	393.71
G	43+42.10	1.52	393.64	393.72
H	43+52.10	1.36	393.67	393.73
I	43+62.10	1.22	393.69	393.73
J	43+72.09	1.09	393.71	393.74
℄ Brg. Pier 1	43+82.01	.98	393.72	393.74
K	43+92.01	.88	393.74	393.76
L	44+02.01	.80	393.75	393.79
M	44+12.00	.73	393.76	393.81
N	44+22.00	.68	393.77	393.84
O	44+32.00	.65	393.78	393.86
P	44+42.00	.63	393.78	393.87
Q	44+52.00	.63	393.79	393.88
R	44+62.00	.64	393.79	393.87
S	44+72.00	.67	393.78	393.85
T	44+82.00	.71	393.78	393.84
U	44+92.00	.77	393.77	393.81
V	45+01.99	.85	393.76	393.79
℄ Brg. Pier 2	45+15.99	.98	393.75	393.77
W	45+25.99	1.09	393.73	393.76
X	45+35.99	1.22	393.72	393.76
Y	45+45.98	1.36	393.70	393.76
Z	45+55.98	1.52	393.68	393.76
AA	45+65.98	1.70	393.66	393.75
AB	45+75.97	1.89	393.63	393.73
AC	45+85.97	2.10	393.61	393.71
AD	45+95.96	2.32	393.58	393.67
AE	46+05.95	2.56	393.55	393.62
AF	46+15.95	2.82	393.52	393.57
℄ Brg. S. Abut.	46+25.85	3.08	393.48	393.50
Bk. South Abut.	46+27.69	3.13	393.47	393.49

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.48	9.13	393.53	393.55
℄ Brg. N. Abut.	42+72.31	9.08	393.54	393.56
A	42+82.30	8.81	393.58	393.63
B	42+92.28	8.56	393.61	393.68
C	43+02.26	8.32	393.65	393.74
D	43+12.25	8.10	393.68	393.78
E	43+22.23	7.89	393.71	393.81
F	43+32.22	7.70	393.74	393.83
G	43+42.20	7.52	393.76	393.84
H	43+52.19	7.36	393.79	393.85
I	43+62.18	7.22	393.81	393.85
J	43+72.17	7.09	393.83	393.86
℄ Brg. Pier 1	43+82.07	6.98	393.85	393.87
K	43+92.06	6.88	393.86	393.88
L	44+02.05	6.80	393.87	393.91
M	44+12.04	6.73	393.88	393.93
N	44+22.03	6.68	393.89	393.96
O	44+32.02	6.65	393.90	393.98
P	44+42.01	6.63	393.90	393.99
Q	44+52.00	6.63	393.91	394.00
R	44+61.99	6.64	393.91	393.99
S	44+71.98	6.67	393.90	393.97
T	44+81.97	6.71	393.90	393.96
U	44+91.95	6.77	393.89	393.93
V	45+01.94	6.85	393.88	393.91
℄ Brg. Pier 2	45+15.93	6.98	393.87	393.89
W	45+25.92	7.09	393.85	393.88
X	45+35.90	7.22	393.84	393.88
Y	45+45.89	7.36	393.82	393.88
Z	45+55.88	7.52	393.80	393.88
AA	45+65.87	7.70	393.78	393.87
AB	45+75.85	7.89	393.75	393.85
AC	45+85.84	8.10	393.73	393.83
AD	45+95.82	8.32	393.70	393.79
AE	46+05.81	8.56	393.67	393.74
AF	46+15.79	8.81	393.64	393.69
℄ Brg. S. Abut.	46+25.69	9.08	393.60	393.62
Bk. South Abut.	46+27.52	9.13	393.60	393.62

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.65	15.13	393.65	393.67
℄ Brg. N. Abut.	42+72.48	15.08	393.66	393.68
A	42+82.45	14.81	393.70	393.75
B	42+92.43	14.56	393.74	393.81
C	43+02.40	14.32	393.77	393.86
D	43+12.38	14.09	393.80	393.90
E	43+22.35	13.89	393.83	393.93
F	43+32.33	13.70	393.86	393.95
G	43+42.30	13.52	393.88	393.96
H	43+52.28	13.36	393.91	393.97
I	43+62.26	13.22	393.93	393.97
J	43+72.24	13.09	393.95	393.98
℄ Brg. Pier 1	43+82.14	12.98	393.97	393.99
K	43+92.11	12.88	393.98	394.00
L	44+02.09	12.80	393.99	394.03
M	44+12.07	12.73	394.00	394.05
N	44+22.05	12.68	394.01	394.08
O	44+32.03	12.65	394.02	394.10
P	44+42.01	12.63	394.02	394.11
Q	44+51.99	12.63	394.03	394.12
R	44+61.97	12.64	394.03	394.11
S	44+71.95	12.67	394.02	394.09
T	44+81.93	12.71	394.02	394.08
U	44+91.91	12.77	394.01	394.05
V	45+01.89	12.85	394.00	394.03
℄ Brg. Pier 2	45+15.86	12.98	393.99	394.01
W	45+25.84	13.09	393.97	394.00
X	45+35.82	13.22	393.96	394.00
Y	45+45.80	13.36	393.94	394.00
Z	45+55.78	13.52	393.92	394.00
AA	45+65.76	13.70	393.90	393.99
AB	45+75.73	13.89	393.88	393.98
AC	45+85.71	14.10	393.85	393.95
AD	45+95.68	14.32	393.82	393.91
AE	46+05.66	14.56	393.79	393.86
AF	46+15.63	14.81	393.76	393.81
℄ Brg. S. Abut.	46+25.52	15.08	393.72	393.74
Bk. South Abut.	46+27.35	15.13	393.72	393.74

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.82	21.13	393.77	393.79
℄ Brg. N. Abut.	42+72.64	21.08	393.78	393.80
A	42+82.61	20.81	393.82	393.87
B	42+92.57	20.55	393.86	393.93
C	43+02.54	20.32	393.89	393.98
D	43+12.50	20.09	393.92	394.03
E	43+22.47	19.89	393.95	394.05
F	43+32.44	19.70	393.98	394.07
G	43+42.41	19.52	394.00	394.08
H	43+52.37	19.36	394.03	394.09
I	43+62.34	19.22	394.05	394.09
J	43+72.31	19.09	394.07	394.10
℄ Brg. Pier 1	43+82.20	18.98	394.09	394.11
K	43+92.17	18.88	394.10	394.12
L	44+02.14	18.80	394.11	394.15
M	44+12.11	18.73	394.12	394.17
N	44+22.08	18.68	394.13	394.20
O	44+32.05	18.65	394.14	394.22
P	44+42.02	18.63	394.14	394.23
Q	44+51.99	18.63	394.15	394.24
R	44+61.96	18.64	394.15	394.23
S	44+71.93	18.67	394.14	394.21
T	44+81.90	18.71	394.14	394.20
U	44+91.87	18.77	394.13	394.17
V	45+01.84	18.85	394.12	394.15
℄ Brg. Pier 2	45+15.80	18.98	394.11	394.13
W	45+25.77	19.09	394.10	394.13
X	45+35.74	19.22	394.08	394.12
Y	45+45.71	19.36	394.06	394.12
Z	45+55.68	19.52	394.04	394.12
AA	45+65.65	19.70	394.02	394.11
AB	45+75.61	19.89	394.00	394.10
AC	45+85.58	20.10	393.97	394.07
AD	45+95.55	20.32	393.94	394.03
AE	46+05.51	20.56	393.91	393.98
AF	46+15.47	20.81	393.88	393.93
℄ Brg. S. Abut.	46+25.36	21.08	393.84	393.86
Bk. South Abut.	46+27.18	21.13	393.84	393.86

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+70.99	27.12	393.89	393.91
℄ Brg. N. Abut.	42+72.81	27.07	393.90	393.92
A	42+82.76	26.80	393.94	393.99
B	42+92.72	26.55	393.98	394.05
C	43+02.68	26.31	394.01	394.10
D	43+12.63	26.09	394.04	394.14
E	43+22.59	25.89	394.07	394.17
F	43+32.55	25.69	394.10	394.19
G	43+42.51	25.52	394.12	394.20
H	43+52.46	25.36	394.15	394.21
I	43+62.42	25.22	394.17	394.21
J	43+72.38	25.09	394.19	394.22
℄ Brg. Pier 1	43+82.26	24.98	394.21	394.23
K	43+92.22	24.88	394.22	394.24
L	44+02.18	24.80	394.23	394.27
M	44+12.14	24.73	394.24	394.29
N	44+22.10	24.68	394.25	394.32
O	44+32.07	24.65	394.26	394.34
P	44+42.03	24.63	394.26	394.35
Q	44+51.99	24.63	394.27	394.36
R	44+61.95	24.64	394.27	394.35
S	44+71.91	24.67	394.26	394.33
T	44+81.87	24.71	394.26	394.32
U	44+91.83	24.77	394.25	394.29
V	45+01.79	24.85	394.24	394.27
℄ Brg. Pier 2	45+15.74	24.98	394.23	394.25
W	45+25.70	25.09	394.22	394.25
X	45+35.66	25.22	394.20	394.24
Y	45+45.62	25.36	394.18	394.24
Z	45+55.58	25.52	394.16	394.24
AA	45+65.54	25.70	394.14	394.23
AB	45+75.49	25.89	394.12	394.22
AC	45+85.45	26.09	394.09	394.19
AD	45+95.41	26.32	394.06	394.15
AE	46+05.36	26.55	394.03	394.10
AF	46+15.32	26.81	394.00	394.05
℄ Brg. S. Abut.	46+25.19	27.07	393.96	393.98
Bk. South Abut.	46+27.01	27.12	393.96	393.98

STAGE CONSTRUCTION LINE (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.07	30.25	393.96	393.98
℄ Brg. N. Abut.	42+72.90	30.20	393.97	393.99
A	42+82.85	29.93	394.00	394.05
B	42+92.80	29.68	394.04	394.11
C	43+02.75	29.44	394.07	394.16
D	43+12.70	29.22	394.10	394.20
E	43+22.65	29.01	394.13	394.23
F	43+32.60	28.82	394.16	394.25
G	43+42.56	28.64	394.19	394.27
H	43+52.51	28.48	394.21	394.27
I	43+62.47	28.34	394.23	394.27
J	43+72.42	28.21	394.25	394.28
℄ Brg. Pier 1	43+82.29	28.10	394.27	394.29
K	43+92.25	28.00	394.28	394.30
L	44+02.20	27.92	394.30	394.34
M	44+12.16	27.86	394.31	394.36
N	44+22.12	27.81	394.31	394.38
O	44+32.07	27.77	394.32	394.40
P	44+42.03	27.75	394.33	394.42
Q	44+51.99	27.75	394.33	394.42
R	44+61.94	27.76	394.33	394.41
S	44+71.90	27.79	394.33	394.40
T	44+81.86	27.84	394.32	394.38
U	44+91.81	27.89	394.31	394.35
V	45+01.77	27.97	394.31	394.34
℄ Brg. Pier 2	45+15.71	28.10	394.29	394.31
W	45+25.66	28.21	394.28	394.31
X	45+35.62	28.34	394.26	394.30
Y	45+45.57	28.49	394.24	394.30
Z	45+55.53	28.65	394.22	394.30
AA	45+65.48	28.82	394.20	394.29
AB	45+75.43	29.01	394.18	394.28
AC	45+85.38	29.22	394.15	394.25
AD	45+95.34	29.44	394.12	394.21
AE	46+05.29	29.68	394.09	394.16
AF	46+15.24	29.93	394.06	394.11
℄ Brg. S. Abut.	46+25.10	30.20	394.03	394.05
Bk. South Abut.	46+26.93	30.25	394.02	394.04

GIRDER 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.15	33.12	394.02	394.04
℄ Brg. N. Abut.	42+72.98	33.07	394.02	394.04
A	42+82.92	32.80	394.06	394.11
B	42+92.87	32.55	394.10	394.17
C	43+02.81	32.31	394.13	394.22
D	43+12.76	32.09	394.16	394.26
E	43+22.71	31.88	394.19	394.29
F	43+32.66	31.69	394.22	394.31
G	43+42.61	31.52	394.25	394.33
H	43+52.55	31.36	394.27	394.33
I	43+62.50	31.22	394.29	394.33
J	43+72.46	31.09	394.31	394.34
℄ Brg. Pier 1	43+82.32	30.98	394.33	394.35
K	43+92.27	30.88	394.34	394.36
L	44+02.23	30.80	394.35	394.39
M	44+12.18	30.73	394.36	394.41
N	44+22.13	30.68	394.37	394.44
O	44+32.08	30.65	394.38	394.46
P	44+42.03	30.63	394.38	394.47
Q	44+51.99	30.63	394.39	394.48
R	44+61.94	30.64	394.39	394.47
S	44+71.89	30.67	394.38	394.45
T	44+81.84	30.71	394.38	394.44
U	44+91.79	30.77	394.37	394.41
V	45+01.75	30.84	394.36	394.39
℄ Brg. Pier 2	45+15.68	30.98	394.35	394.37
W	45+25.63	31.09	394.34	394.37
X	45+35.58	31.22	394.32	394.36
Y	45+45.53	31.36	394.30	394.36
Z	45+55.48	31.52	394.28	394.36
AA	45+65.43	31.70	394.26	394.35
AB	45+75.38	31.89	394.24	394.34
AC	45+85.32	32.09	394.21	394.31
AD	45+95.27	32.31	394.18	394.27
AE	46+05.22	32.55	394.15	394.22
AF	46+15.16	32.80	394.12	394.17
℄ Brg. S. Abut.	46+25.02	33.07	394.08	394.10
Bk. South Abut.	46+26.85	33.12	394.08	394.10

MODEL: 78656 - 176
FILE NAME: Z:\V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D978631-structure.dgn

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 12 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	176
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.26	37.00	394.09	394.11
℄ Brg. N. Abut.	42+73.08	37.00	394.10	394.12
A	42+83.03	37.00	394.15	394.20
B	42+92.97	37.00	394.19	394.26
C	43+02.92	37.00	394.22	394.31
D	43+12.86	37.00	394.26	394.36
E	43+22.81	37.00	394.29	394.39
F	43+32.75	37.00	394.33	394.42
G	43+42.70	37.00	394.35	394.43
H	43+52.64	37.00	394.38	394.44
I	43+62.58	37.00	394.41	394.45
J	43+72.53	37.00	394.43	394.46
℄ Brg. Pier 1	43+82.39	37.00	394.45	394.47
K	43+92.33	37.00	394.46	394.48
L	44+02.27	37.00	394.48	394.52
M	44+12.21	37.00	394.49	394.54
N	44+22.16	37.00	394.50	394.57
O	44+32.10	37.00	394.51	394.59
P	44+42.04	37.00	394.51	394.60
Q	44+51.98	37.00	394.51	394.60
R	44+61.92	37.00	394.51	394.59
S	44+71.87	37.00	394.51	394.58
T	44+81.81	37.00	394.50	394.56
U	44+91.75	37.00	394.50	394.54
V	45+01.69	37.00	394.49	394.52
℄ Brg. Pier 2	45+15.61	37.00	394.47	394.49
W	45+25.56	37.00	394.45	394.48
X	45+35.50	37.00	394.44	394.48
Y	45+45.44	37.00	394.41	394.47
Z	45+55.39	37.00	394.39	394.47
AA	45+65.33	37.00	394.37	394.46
AB	45+75.27	37.00	394.34	394.44
AC	45+85.22	37.00	394.31	394.41
AD	45+95.16	37.00	394.28	394.37
AE	46+05.11	37.00	394.24	394.31
AF	46+15.05	37.00	394.20	394.25
℄ Brg. S. Abut.	46+24.92	37.00	394.16	394.18
Bk. South Abut.	46+26.74	37.00	394.16	394.18

GIRDER 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.32	39.12	394.14	394.16
℄ Brg. N. Abut.	42+73.14	39.07	394.14	394.16
A	42+83.08	38.80	394.18	394.23
B	42+93.01	38.55	394.22	394.29
C	43+02.95	38.31	394.25	394.34
D	43+12.89	38.09	394.28	394.38
E	43+22.83	37.88	394.31	394.41
F	43+32.77	37.69	394.34	394.43
G	43+42.70	37.52	394.37	394.45
H	43+52.65	37.36	394.39	394.45
I	43+62.59	37.22	394.41	394.45
J	43+72.53	37.09	394.43	394.46
℄ Brg. Pier 1	43+82.39	36.98	394.45	394.47
K	43+92.33	36.88	394.47	394.49
L	44+02.27	36.80	394.48	394.52
M	44+12.21	36.73	394.49	394.54
N	44+22.15	36.68	394.50	394.57
O	44+32.10	36.65	394.51	394.59
P	44+42.04	36.63	394.52	394.61
Q	44+51.98	36.63	394.52	394.61
R	44+61.93	36.64	394.52	394.60
S	44+71.87	36.67	394.52	394.59
T	44+81.81	36.71	394.51	394.57
U	44+91.75	36.77	394.50	394.54
V	45+01.70	36.84	394.49	394.52
℄ Brg. Pier 2	45+15.61	36.98	394.47	394.49
W	45+25.56	37.09	394.46	394.49
X	45+35.50	37.22	394.44	394.48
Y	45+45.44	37.36	394.42	394.48
Z	45+55.38	37.52	394.40	394.48
AA	45+65.32	37.69	394.38	394.47
AB	45+75.25	37.88	394.36	394.46
AC	45+85.20	38.09	394.33	394.43
AD	45+95.13	38.31	394.30	394.39
AE	46+05.07	38.55	394.27	394.34
AF	46+15.01	38.80	394.24	394.29
℄ Brg. S. Abut.	46+24.86	39.07	394.20	394.22
Bk. South Abut.	46+26.68	39.12	394.20	394.22

GIRDER 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.48	45.12	394.26	394.28
℄ Brg. N. Abut.	42+73.30	45.07	394.26	394.28
A	42+83.23	44.80	394.30	394.35
B	42+93.16	44.55	394.34	394.41
C	43+03.09	44.31	394.37	394.46
D	43+13.01	44.09	394.40	394.50
E	43+22.94	43.88	394.43	394.53
F	43+32.87	43.69	394.46	394.55
G	43+42.80	43.52	394.49	394.57
H	43+52.74	43.36	394.51	394.57
I	43+62.67	43.21	394.53	394.57
J	43+72.60	43.09	394.55	394.58
℄ Brg. Pier 1	43+82.45	42.98	394.57	394.59
K	43+92.38	42.88	394.58	394.60
L	44+02.31	42.80	394.59	394.63
M	44+12.25	42.73	394.60	394.65
N	44+22.18	42.68	394.61	394.68
O	44+32.11	42.65	394.62	394.70
P	44+42.05	42.63	394.62	394.71
Q	44+51.98	42.63	394.63	394.72
R	44+61.91	42.64	394.63	394.71
S	44+71.85	42.67	394.62	394.69
T	44+81.78	42.71	394.62	394.68
U	44+91.71	42.77	394.61	394.65
V	45+01.65	42.84	394.60	394.63
℄ Brg. Pier 2	45+15.55	42.98	394.59	394.61
W	45+25.48	43.09	394.58	394.61
X	45+35.42	43.22	394.56	394.60
Y	45+45.35	43.36	394.54	394.60
Z	45+55.28	43.52	394.52	394.60
AA	45+65.21	43.69	394.50	394.59
AB	45+75.14	43.88	394.48	394.58
AC	45+85.07	44.09	394.45	394.55
AD	45+95.00	44.31	394.42	394.51
AE	46+04.92	44.55	394.39	394.46
AF	46+14.85	44.80	394.36	394.41
℄ Brg. S. Abut.	46+24.70	45.07	394.33	394.35
Bk. South Abut.	46+26.52	45.12	394.32	394.34

GIRDER 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.65	51.12	394.38	394.40
℄ Brg. N. Abut.	42+73.47	51.06	394.38	394.40
A	42+83.39	50.80	394.42	394.47
B	42+93.30	50.54	394.46	394.53
C	43+03.22	50.31	394.49	394.58
D	43+13.14	50.09	394.52	394.62
E	43+23.06	49.88	394.55	394.65
F	43+32.98	49.69	394.58	394.67
G	43+42.90	49.52	394.61	394.69
H	43+52.83	49.36	394.63	394.69
I	43+62.75	49.21	394.65	394.69
J	43+72.67	49.09	394.67	394.70
℄ Brg. Pier 1	43+82.51	48.98	394.69	394.71
K	43+92.43	48.88	394.70	394.72
L	44+02.36	48.80	394.71	394.75
M	44+12.28	48.73	394.72	394.77
N	44+22.20	48.68	394.73	394.80
O	44+32.13	48.65	394.74	394.82
P	44+42.05	48.63	394.74	394.83
Q	44+51.98	48.63	394.75	394.84
R	44+61.90	48.64	394.75	394.83
S	44+71.83	48.67	394.74	394.81
T	44+81.75	48.71	394.74	394.80
U	44+91.67	48.77	394.73	394.77
V	45+01.60	48.84	394.72	394.75
℄ Brg. Pier 2	45+15.49	48.98	394.71	394.73
W	45+25.41	49.09	394.70	394.73
X	45+35.34	49.22	394.68	394.72
Y	45+45.26	49.36	394.66	394.72
Z	45+55.18	49.52	394.64	394.72
AA	45+65.10	49.69	394.62	394.71
AB	45+75.02	49.88	394.60	394.70
AC	45+84.94	50.09	394.57	394.67
AD	45+94.86	50.31	394.54	394.63
AE	46+04.78	50.55	394.51	394.58
AF	46+14.70	50.80	394.48	394.53
℄ Brg. S. Abut.	46+24.53	51.06	394.45	394.47
Bk. South Abut.	46+26.35	51.11	394.44	394.46

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USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 13 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	177
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

GIRDER 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.82	57.11	394.50	394.52
℄ Brg. N. Abut.	42+73.63	57.06	394.51	394.53
A	42+83.54	56.79	394.54	394.59
B	42+93.45	56.54	394.58	394.65
C	43+03.36	56.31	394.61	394.70
D	43+13.27	56.09	394.64	394.74
E	43+23.18	55.88	394.67	394.77
F	43+33.09	55.69	394.70	394.79
G	43+43.00	55.52	394.73	394.81
H	43+52.92	55.36	394.75	394.81
I	43+62.83	55.21	394.77	394.81
J	43+72.74	55.09	394.79	394.82
℄ Brg. Pier 1	43+82.57	54.97	394.81	394.83
K	43+92.49	54.88	394.82	394.84
L	44+02.40	54.80	394.83	394.87
M	44+12.32	54.73	394.84	394.89
N	44+22.23	54.68	394.85	394.92
O	44+32.14	54.65	394.86	394.94
P	44+42.06	54.63	394.86	394.95
Q	44+51.97	54.63	394.87	394.96
R	44+61.89	54.64	394.87	394.95
S	44+71.80	54.67	394.86	394.93
T	44+81.72	54.71	394.86	394.92
U	44+91.63	54.77	394.85	394.89
V	45+01.55	54.84	394.84	394.87
℄ Brg. Pier 2	45+15.43	54.97	394.83	394.85
W	45+25.34	55.09	394.82	394.85
X	45+35.25	55.21	394.80	394.84
Y	45+45.17	55.36	394.78	394.84
Z	45+55.08	55.52	394.76	394.84
AA	45+64.99	55.69	394.74	394.83
AB	45+74.90	55.88	394.72	394.82
AC	45+84.81	56.09	394.69	394.79
AD	45+94.72	56.31	394.66	394.75
AE	46+04.63	56.54	394.63	394.70
AF	46+14.54	56.80	394.60	394.65
℄ Brg. S. Abut.	46+24.37	57.06	394.57	394.59
Bk. South Abut.	46+26.18	57.11	394.56	394.58

GIRDER 22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. North Abut	42+71.98	63.11	394.62	394.64
℄ Brg. N. Abut.	42+73.80	63.06	394.63	394.65
A	42+83.70	62.79	394.66	394.71
B	42+93.59	62.54	394.70	394.77
C	43+03.49	62.30	394.73	394.82
D	43+13.40	62.08	394.76	394.86
E	43+23.30	61.88	394.79	394.89
F	43+33.20	61.69	394.82	394.91
G	43+43.10	61.51	394.85	394.93
H	43+53.00	61.36	394.87	394.93
I	43+62.91	61.21	394.89	394.93
J	43+72.81	61.09	394.91	394.94
℄ Brg. Pier 1	43+82.63	60.97	394.93	394.95
K	43+92.54	60.88	394.94	394.96
L	44+02.44	60.80	394.95	394.99
M	44+12.35	60.73	394.96	395.01
N	44+22.25	60.68	394.97	395.04
O	44+32.16	60.65	394.98	395.06
P	44+42.07	60.63	394.98	395.07
Q	44+51.97	60.63	394.99	395.08
R	44+61.88	60.64	394.99	395.07
S	44+71.78	60.67	394.98	395.05
T	44+81.69	60.71	394.98	395.04
U	44+91.59	60.77	394.97	395.01
V	45+01.50	60.84	394.96	394.99
℄ Brg. Pier 2	45+15.36	60.97	394.95	394.97
W	45+25.27	61.09	394.94	394.97
X	45+35.17	61.21	394.92	394.96
Y	45+45.08	61.36	394.90	394.96
Z	45+54.98	61.52	394.88	394.96
AA	45+64.88	61.69	394.86	394.95
AB	45+74.79	61.88	394.84	394.94
AC	45+84.69	62.09	394.81	394.91
AD	45+94.59	62.31	394.78	394.87
AE	46+04.49	62.54	394.75	394.82
AF	46+14.39	62.79	394.72	394.77
℄ Brg. S. Abut.	46+24.20	63.06	394.69	394.71
Bk. South Abut.	46+26.02	63.11	394.68	394.70

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IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0088 (S.B.)

SHEET NO. 14 OF 51 SHEETS

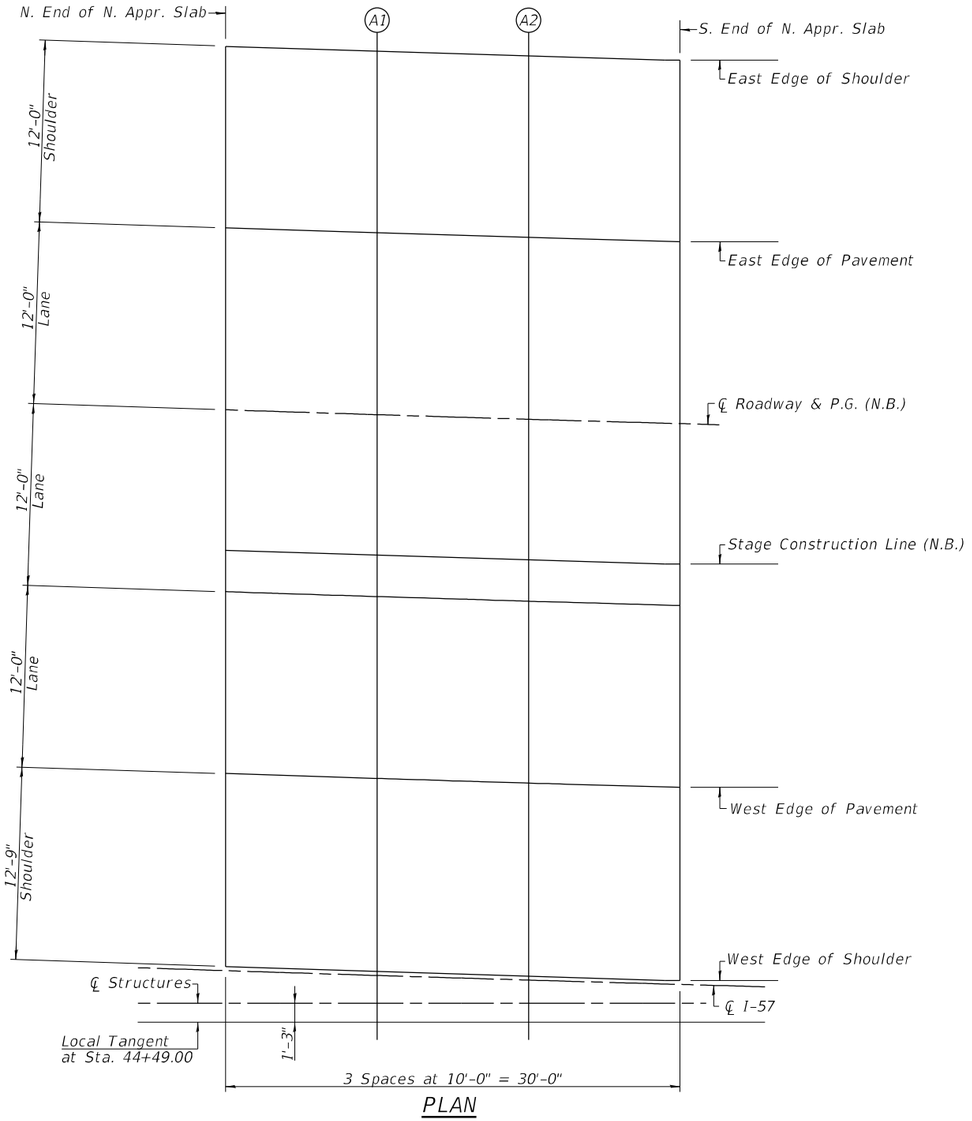
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	178
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+39.20	-60.97	393.20	393.22
A1	42+49.30	-60.98	393.26	393.28
A2	42+59.41	-60.98	393.31	393.33
S. End of N. Approach Slab	42+69.51	-60.99	393.36	393.38

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+39.60	-49.00	393.44	393.46
A1	42+49.68	-49.00	393.50	393.52
A2	42+59.77	-49.00	393.55	393.57
S. End of N. Approach Slab	42+69.85	-49.00	393.60	393.62



PLAN

℄ ROADWAY & P.G. (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+40.00	-37.00	393.68	393.70
A1	42+50.06	-37.00	393.74	393.76
A2	42+60.12	-37.00	393.79	393.81
S. End of N. Approach Slab	42+70.19	-37.00	393.84	393.86

STAGE CONSTRUCTION LINE (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+40.30	-27.75	393.87	393.89
A1	42+50.35	-27.75	393.93	393.95
A2	42+60.40	-27.75	393.98	394.00
S. End of N. Approach Slab	42+70.45	-27.76	394.03	394.05

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+40.79	-13.00	394.17	394.19
A1	42+50.81	-13.00	394.22	394.24
A2	42+60.84	-13.00	394.28	394.28
S. End of N. Approach Slab	42+70.86	-13.00	394.33	394.33

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+41.20	-0.25	394.42	394.44
A1	42+51.21	-0.26	394.48	394.50
A2	42+61.22	-0.26	394.53	394.55
S. End of N. Approach Slab	42+71.22	-0.27	394.58	394.60

Note: Offsets measured from ℄ I-57

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 15 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	179
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+28.49	-60.99	393.41	393.43
A3	46+38.59	-60.98	393.36	393.36
A4	46+48.70	-60.98	393.31	393.31
S. End of S. Approach Slab	46+58.80	-60.97	393.25	393.25

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+28.15	-49.00	393.65	393.67
A3	46+38.23	-49.00	393.60	393.60
A4	46+48.32	-49.00	393.55	393.55
S. End of S. Approach Slab	46+58.40	-49.00	393.49	393.49

℄ ROADWAY & P.G. (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+27.81	-37.00	393.89	393.91
A3	46+37.88	-37.00	393.84	393.86
A4	46+47.94	-37.00	393.79	393.81
S. End of S. Approach Slab	46+58.00	-37.00	393.74	393.76

STAGE CONSTRUCTION LINE (N.B.)

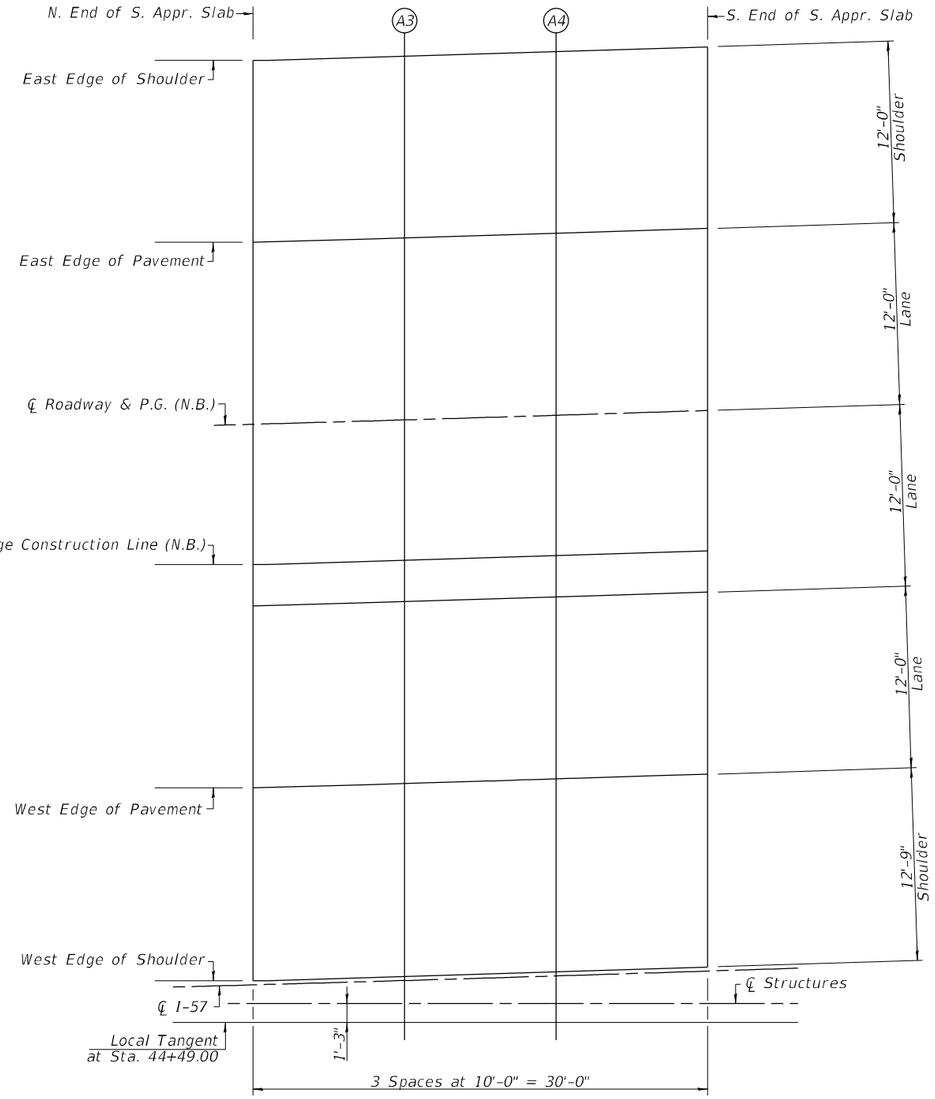
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+27.55	-27.76	394.08	394.10
A3	46+37.60	-27.75	394.03	394.05
A4	46+47.65	-27.75	393.98	394.00
S. End of S. Approach Slab	46+57.70	-27.74	393.92	393.94

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+27.14	-13.00	394.37	394.39
A3	46+37.16	-13.00	394.32	394.34
A4	46+47.19	-13.00	394.27	394.29
S. End of S. Approach Slab	46+57.21	-13.00	394.22	394.24

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+26.78	-0.27	394.63	394.65
A3	46+36.78	-0.26	394.58	394.60
A4	46+46.79	-0.26	394.53	394.55
S. End of S. Approach Slab	46+56.80	-0.25	394.48	394.50



PLAN

Note: Offsets measured from ℄ I-57

MODEL: 78656 - 180
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6/17/2021 8:37:44 AM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 028-0087 (N.B.)

SHEET NO. 16 OF 51 SHEETS

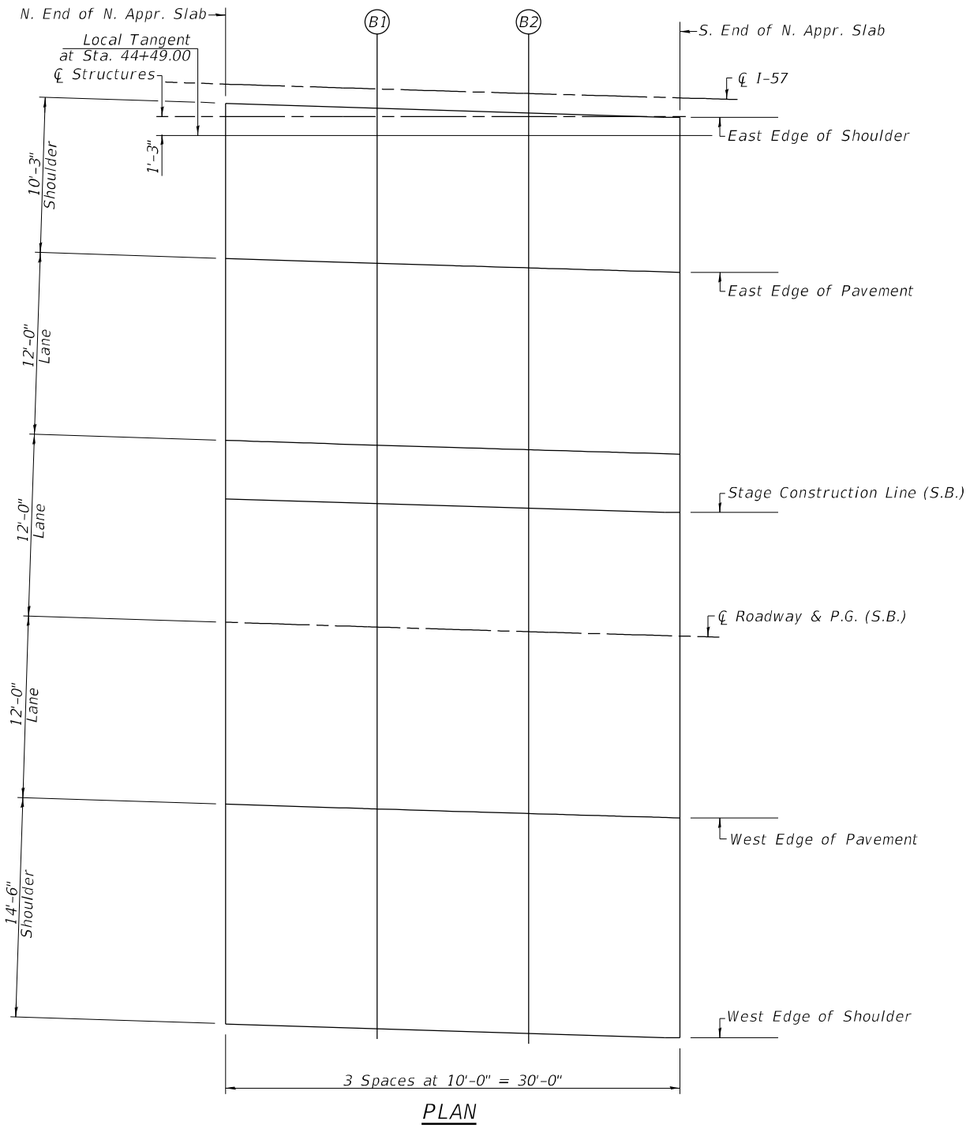
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	180
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+41.30	2.77	393.26	393.28
B1	42+51.30	2.75	393.31	393.33
B2	42+61.30	2.75	393.36	393.38
S. End of N. Approach Slab	42+71.30	2.73	393.41	393.43

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+41.64	13.00	393.47	393.49
B1	42+51.62	13.00	393.52	393.54
B2	42+61.61	13.00	393.57	393.59
S. End of N. Approach Slab	42+71.59	13.00	393.61	393.63



PLAN

STAGE CONSTRUCTION LINE (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+42.20	30.25	393.82	393.84
B1	42+52.15	30.24	393.87	393.89
B2	42+62.11	30.24	393.92	393.94
S. End of N. Approach Slab	42+72.07	30.22	393.96	393.98

℄ ROADWAY & P.G. (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+42.41	37.00	393.95	393.97
B1	42+52.36	37.00	394.00	394.02
B2	42+62.31	37.00	394.05	394.07
S. End of N. Approach Slab	42+72.25	37.00	394.10	394.12

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+42.80	49.00	394.19	394.21
B1	42+52.73	49.00	394.25	394.27
B2	42+62.66	49.00	394.29	394.31
S. End of N. Approach Slab	42+72.59	49.00	394.34	394.36

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	42+43.27	63.48	394.49	394.51
B1	42+53.17	63.47	394.54	394.56
B2	42+63.08	63.47	394.58	394.60
S. End of N. Approach Slab	42+72.98	63.46	394.63	394.65

Note: Offsets measured from ℄ I-57

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 17 OF 51 SHEETS

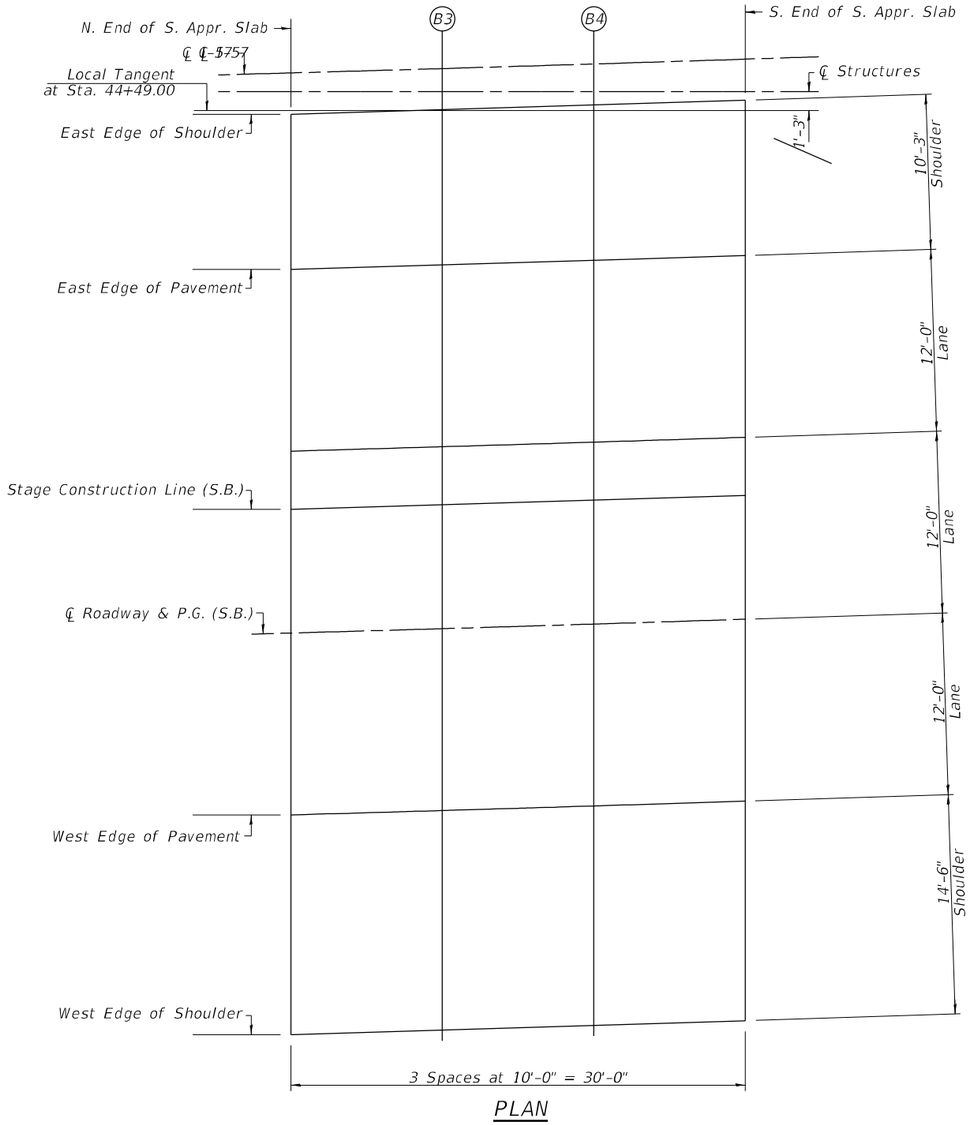
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	181
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+26.70	2.73	393.48	393.50
B3	46+36.70	2.75	393.43	393.45
B4	46+46.70	2.75	393.39	393.41
S. End of S. Approach Slab	46+56.70	2.77	393.34	393.36

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+26.41	13.00	393.68	393.70
B3	46+36.39	13.00	393.64	393.66
B4	46+46.38	13.00	393.60	393.62
S. End of S. Approach Slab	46+56.36	13.00	393.55	393.57



PLAN

STAGE CONSTRUCTION LINE (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+25.93	30.22	394.03	394.05
B3	46+35.89	30.23	393.99	394.01
B4	46+45.85	30.22	393.94	393.96
S. End of S. Approach Slab	46+55.80	30.23	393.90	393.92

℄ ROADWAY & P.G. (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+25.75	37.00	394.17	394.19
B3	46+35.69	37.00	394.12	394.14
B4	46+45.64	37.00	394.08	394.10
S. End of S. Approach Slab	46+55.59	37.00	394.03	394.05

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+25.41	49.00	394.41	394.43
B3	46+35.34	49.00	394.36	394.38
B4	46+45.27	49.00	394.32	394.34
S. End of S. Approach Slab	46+55.20	49.00	394.27	394.29

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	46+25.02	63.46	394.70	394.72
B3	46+34.92	63.47	394.66	394.68
B4	46+44.83	63.47	394.61	394.63
S. End of S. Approach Slab	46+54.73	63.48	394.57	394.59

Note: Offsets measured from ℄ I-57

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 18 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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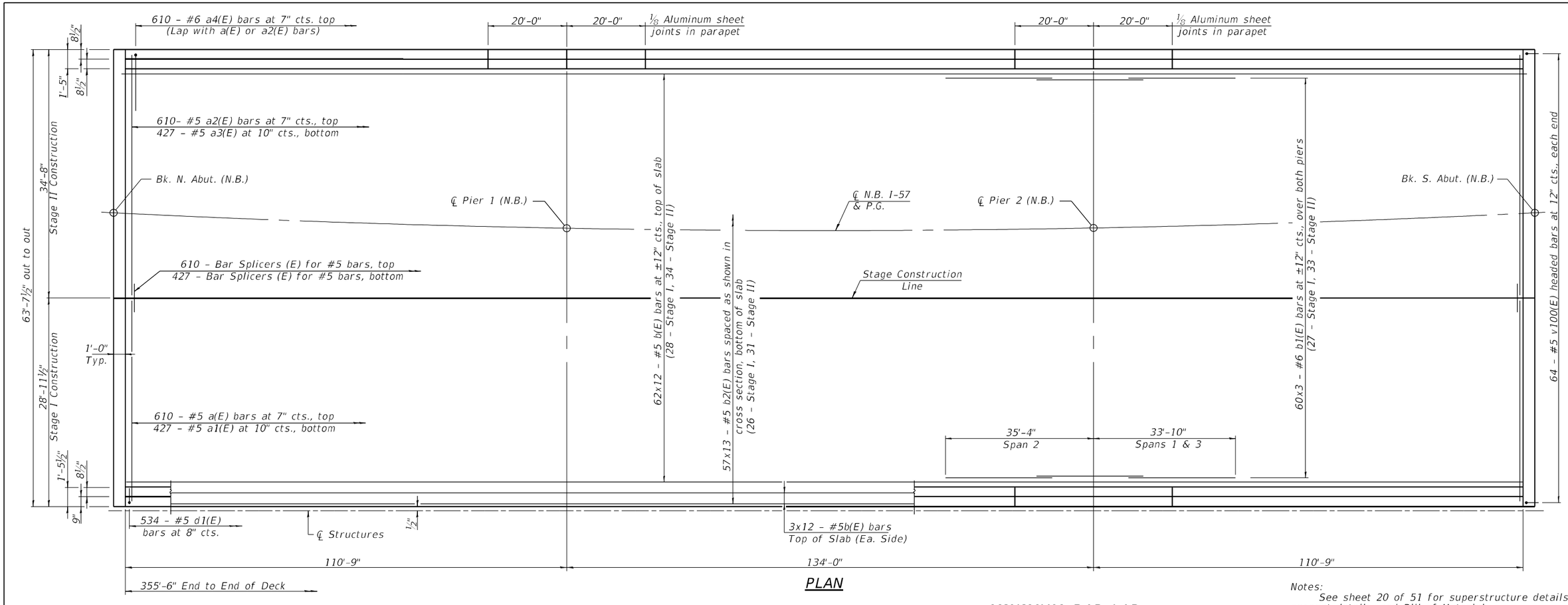
			CONTRACT NO. 78656	
	ILLINOIS	FED. AID PROJECT		

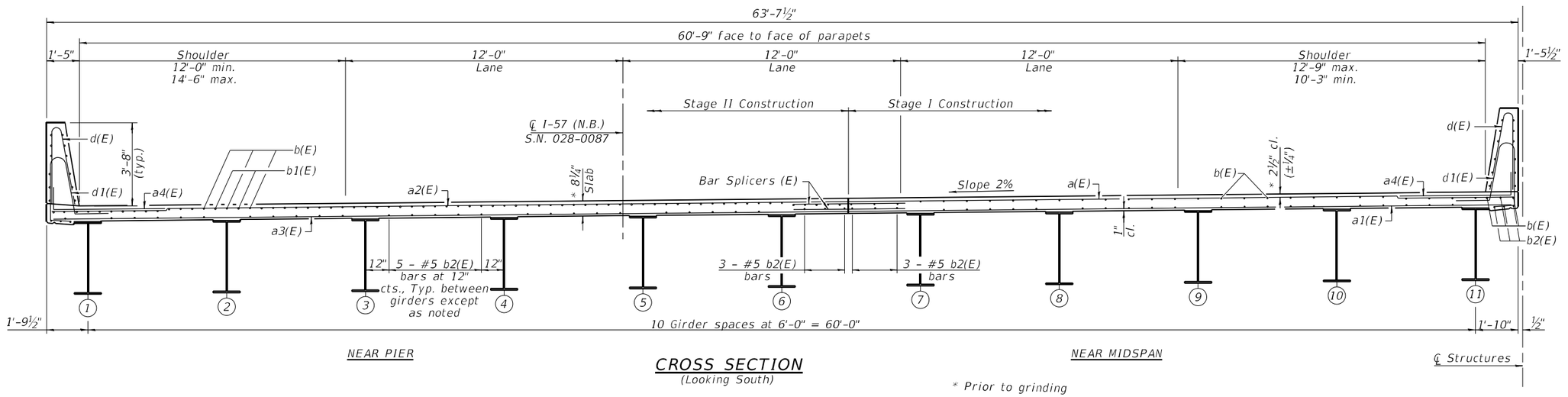


PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

Notes:
See sheet 20 of 51 for superstructure details, parapet details, and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 45 of 51 for Bar Splicer Details.



CROSS SECTION
(Looking South)

* Prior to grinding

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (N.B.)
STRUCTURE NO. 028-0087
SHEET NO. 19 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	183
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		

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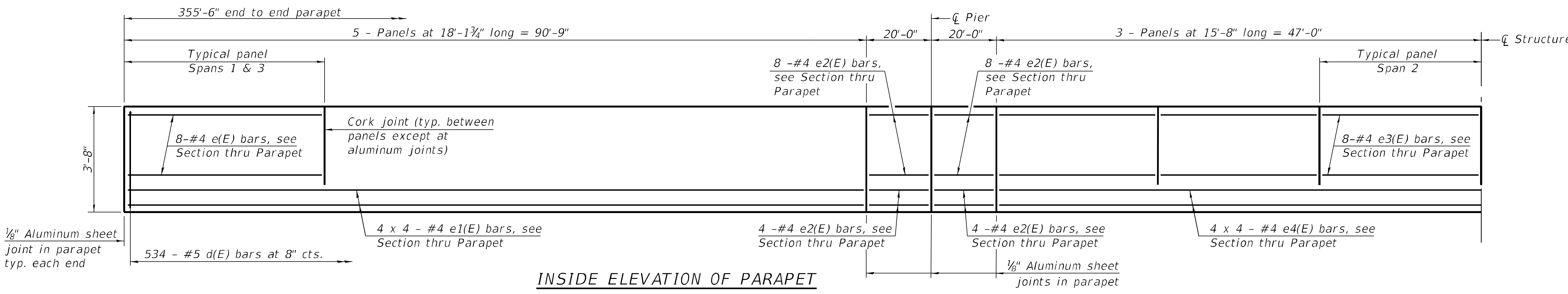
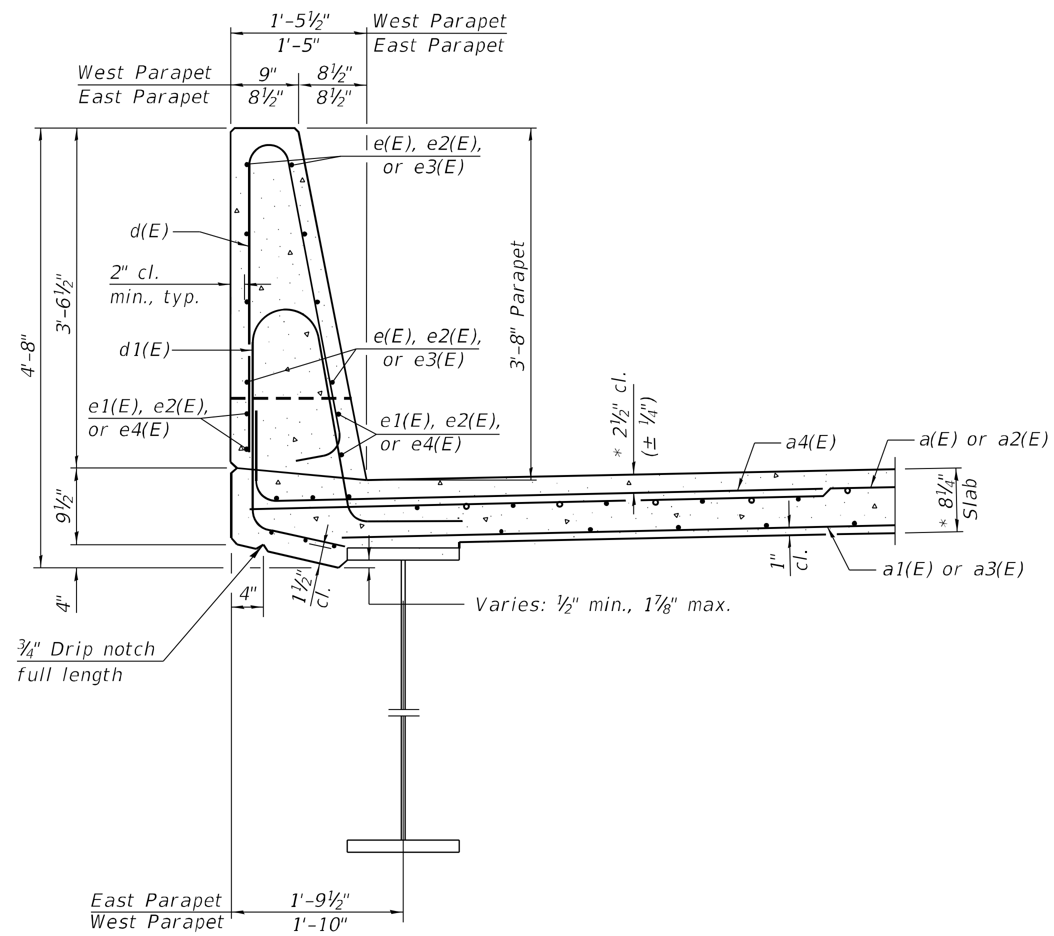
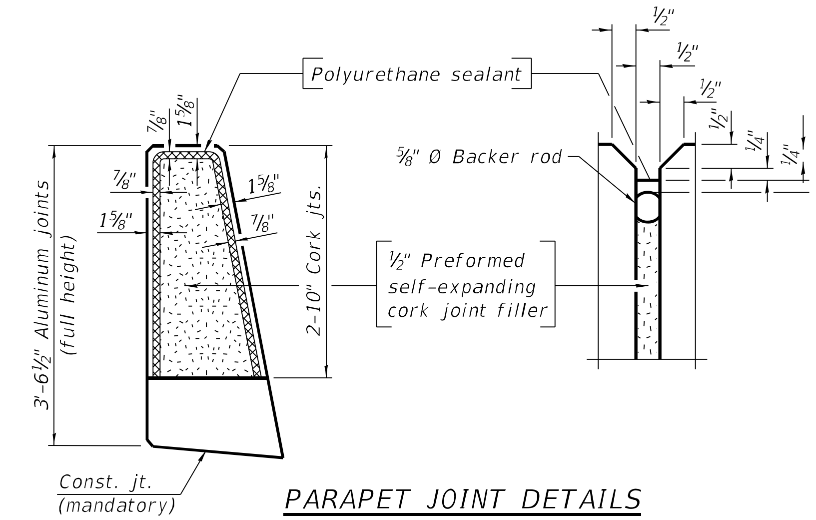


INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

* Prior to grinding



PARAPET JOINT DETAILS

MINIMUM BAR LAP

#4 bar = 2'-5"

SUPERSTRUCTURE

BILL OF MATERIAL

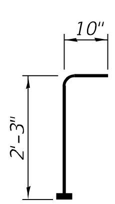
Bar	No.	Size	Length	Shape
a(E)	610	#5	28'-8"	
a1(E)	427	#5	28'-3"	
a2(E)	610	#5	34'-5"	
a3(E)	427	#5	34'-0"	
a4(E)	1220	#6	8'-4"	
b(E)	816	#5	32'-10"	
b1(E)	360	#6	26'-0"	
b2(E)	741	#5	30'-7"	
d(E)	1068	#5	6'-11"	
d1(E)	1068	#5	7'-2"	
e(E)	160	#4	17'-9"	
e1(E)	64	#4	24'-5"	
e2(E)	96	#4	19'-8"	
e3(E)	96	#4	15'-4"	
e4(E)	32	#4	25'-3"	
m10(E)	10	#6	28'-7"	
m11(E)	10	#6	34'-4"	
m12(E)	72	#6	5'-8"	
m13(E)	16	#6	1'-5"	
m14(E)	8	#6	2'-9"	
m15(E)	8	#6	2'-6"	
s10(E)	114	#5	10'-2"	
s11(E)	114	#5	13'-0"	
v100(E)	128	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	175,010
Concrete Superstructure			Cu. Yds.	738.0

Notes:

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

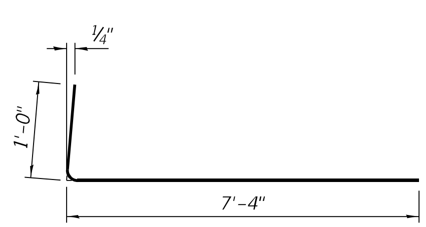
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

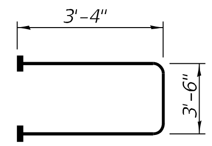


BAR v100(E)

(Headed)

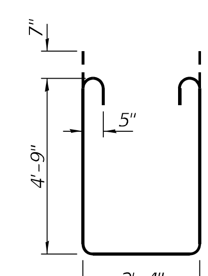


BAR a4(E)

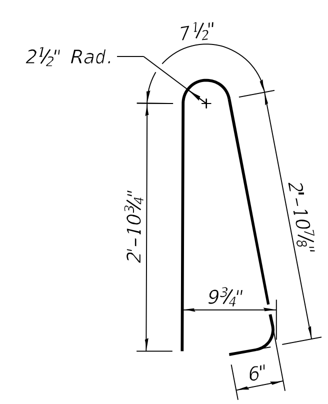


BAR s10(E)

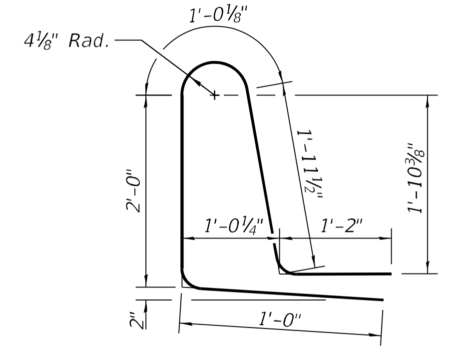
(Headed)



BAR s11(E)



BAR d(E)



BAR d1(E)

Bars indicated thus 4 x 2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

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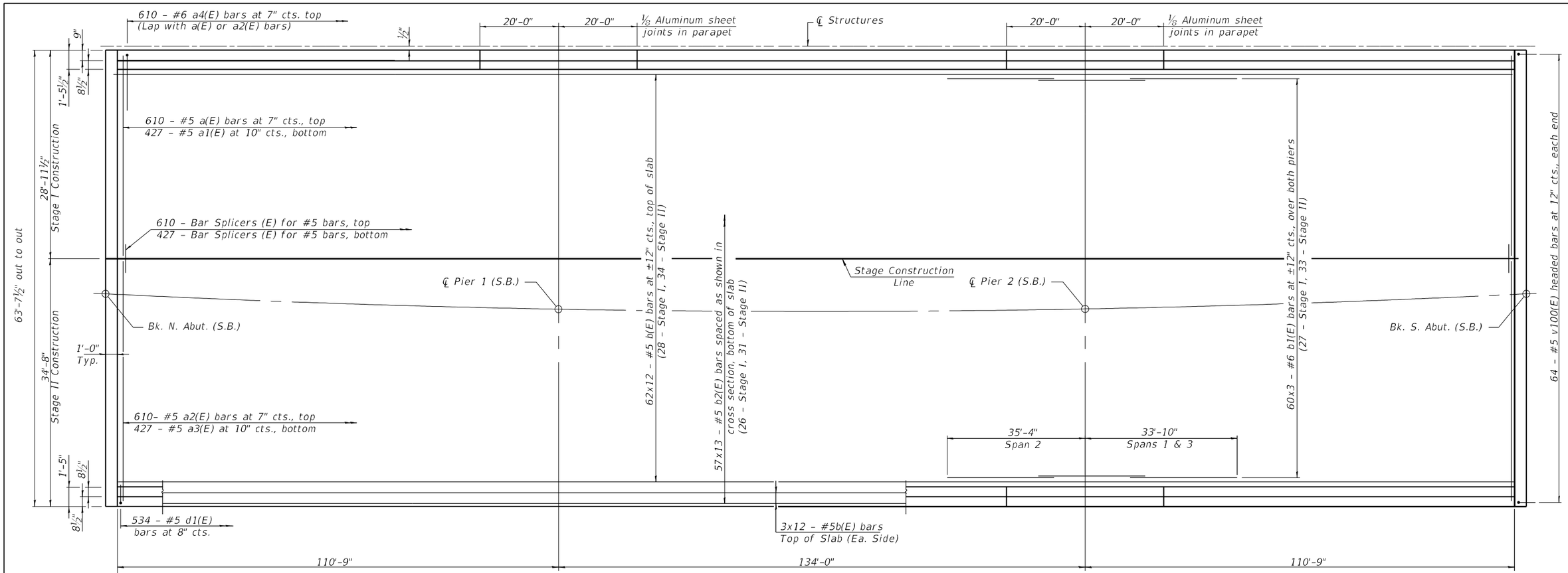
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 20 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	184

CONTRACT NO. 78656
ILLINOIS FED. AID PROJECT



PLAN

MINIMUM BAR LAP

#5 bar = 3'–6"
#6 bar = 3'–7"

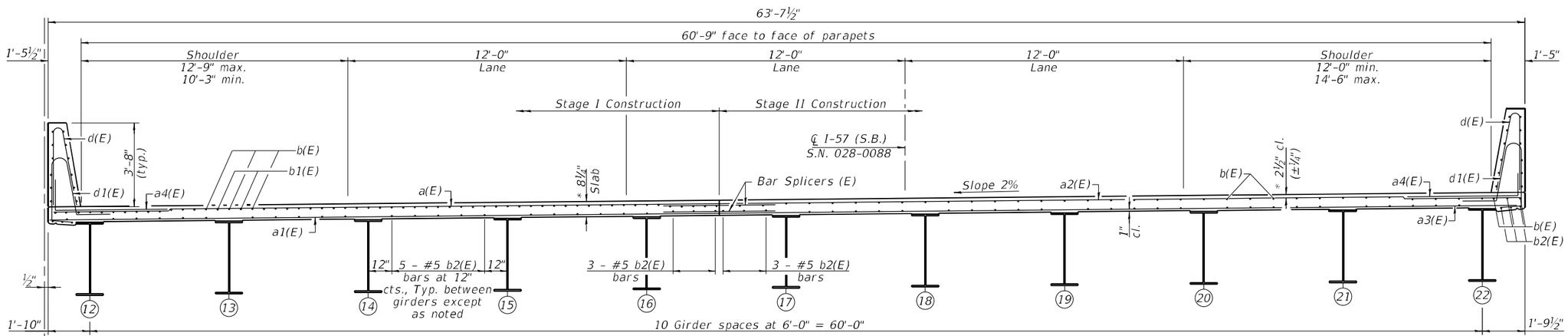
Notes:

See sheet 22 of 51 for superstructure details, parapet details, and Bill of Material.

Bars indicated thus 20 x 3–#5 etc. indicates 20 lines of bars with 3 lengths per line.

See Sheet 45 of 51 for Bar Splicer Details.

See Sheet 1 of 51 for DS–12 Scupper locations.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking South)

* Prior to grinding

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (S.B.)
STRUCTURE NO. 028-0088
SHEET NO. 21 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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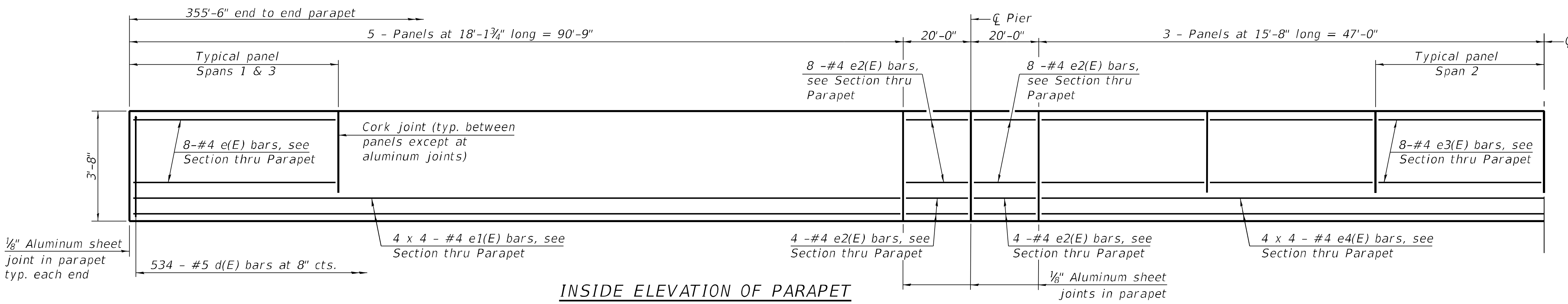
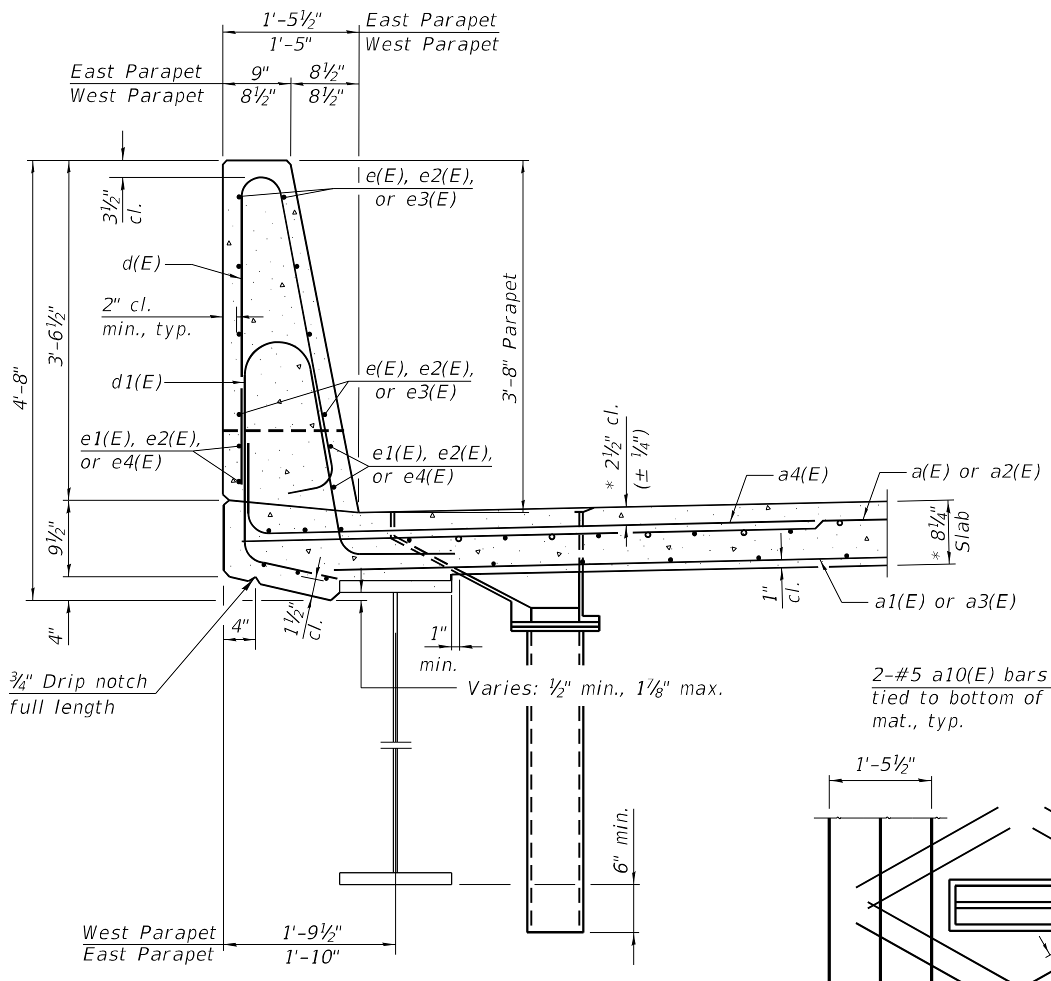
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

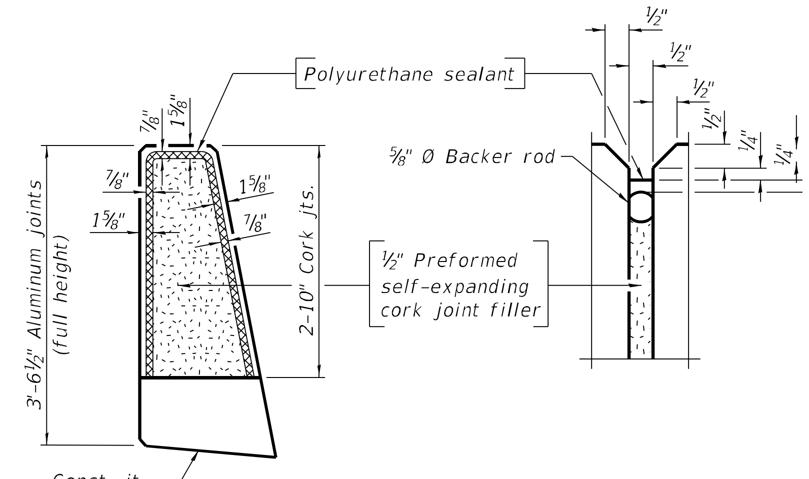


INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

* Prior to grinding



PARAPET JOINT DETAILS

MINIMUM BAR LAP

#4 bar = 2'-5"

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	610	#5	28'-8"	straight
a1(E)	427	#5	28'-3"	straight
a2(E)	610	#5	34'-5"	straight
a3(E)	427	#5	34'-0"	straight
a4(E)	1220	#6	8'-4"	bent
a10(E)	48	#5	2'-0"	straight
b(E)	816	#5	32'-10"	straight
b1(E)	360	#6	26'-0"	straight
b2(E)	741	#5	30'-7"	straight
d(E)	1068	#5	6'-11"	bent
d1(E)	1068	#5	7'-2"	bent
e(E)	160	#4	17'-9"	straight
e1(E)	64	#4	24'-5"	straight
e2(E)	96	#4	19'-8"	straight
e3(E)	96	#4	15'-4"	straight
e4(E)	32	#4	25'-3"	straight
m10(E)	10	#6	28'-7"	straight
m11(E)	10	#6	34'-4"	straight
m12(E)	72	#6	5'-8"	straight
m13(E)	16	#6	1'-5"	straight
m14(E)	8	#6	2'-9"	straight
m15(E)	8	#6	2'-6"	straight
s10(E)	114	#5	10'-2"	bent
s11(E)	114	#5	13'-0"	bent
v100(E)	128	#5	3'-1"	bent
Reinforcement Bars, Epoxy Coated		Lbs.	175,110	
Concrete Superstructure		Cu. Yds.	738.0	

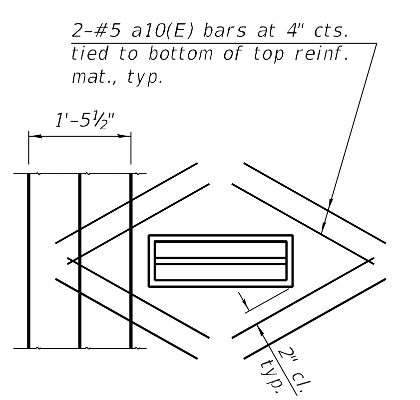
Notes:

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

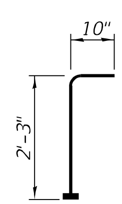
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

Exterior surfaces of downspouts, and exterior exposed surfaces if the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.



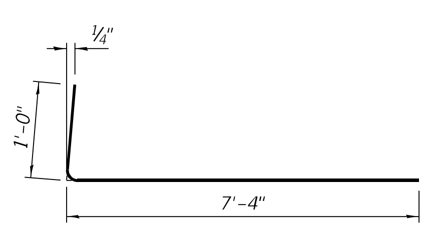
Note: Cut longitudinal reinforcement to clear drainage scuppers.

PLAN

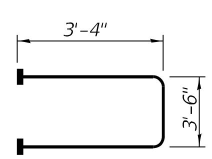


BAR v100(E)

(Headed)

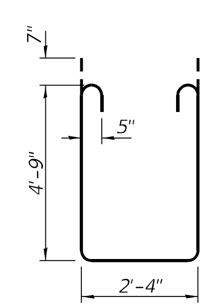


BAR a4(E)

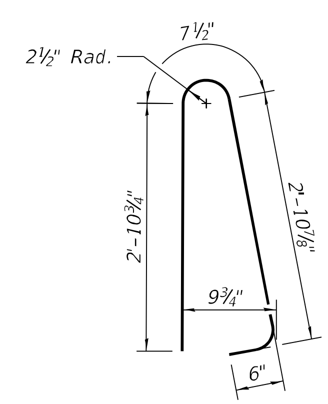


BAR s10(E)

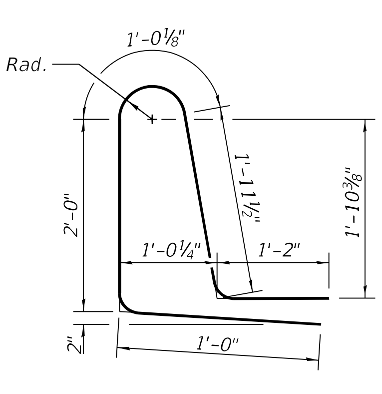
(Headed)



BAR s11(E)



BAR d(E)



BAR d1(E)

Bars indicated thus 4 x 2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

See sheet 23 of 51 for Drainage Scupper DS-12 details.

MODEL: 78656 - 186
FILE NAME: Z:\0 V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D97863l-structure.dgn
6/17/2021 8:37:49 AM

V&K Vesnstra & Kimm, Inc. Springfield, IL Phone (217) 544-0939	USER NAME = Reddy V	DESIGNED - KES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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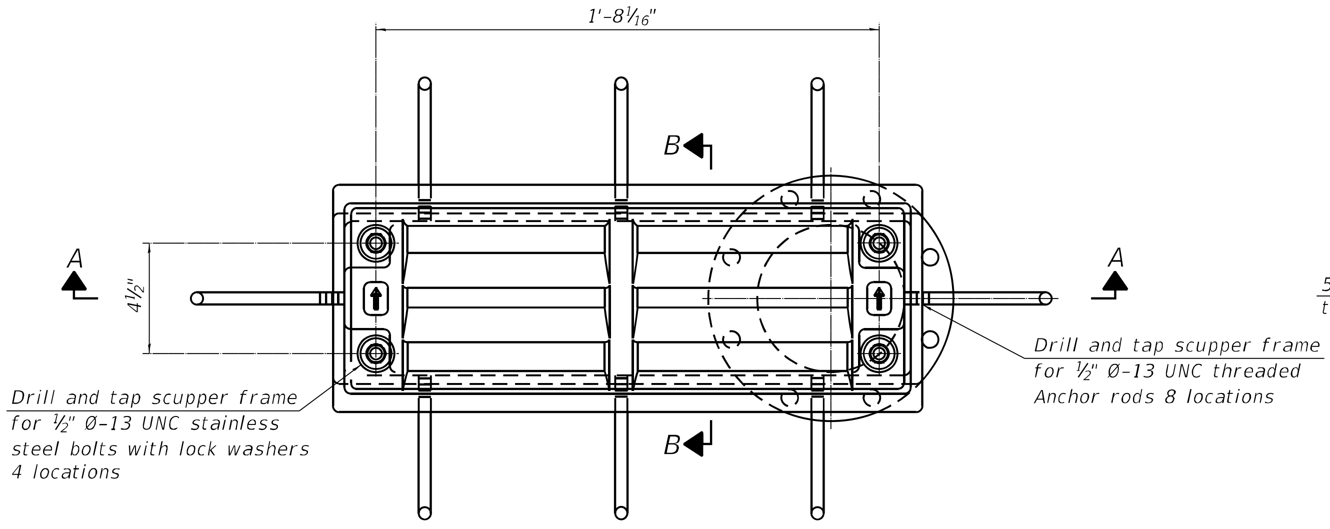
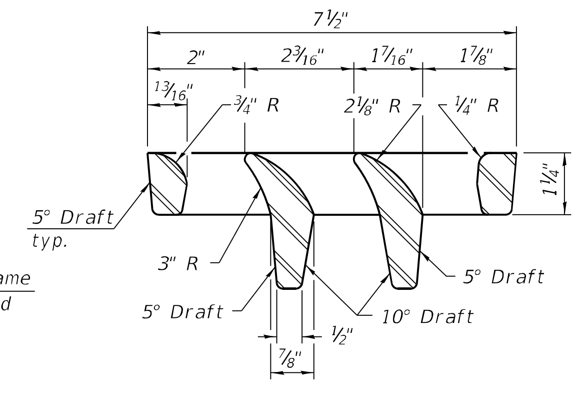
	PLOT SCALE =	DRAWN - JRP	REVISED -	
	PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 22 OF 51 SHEETS

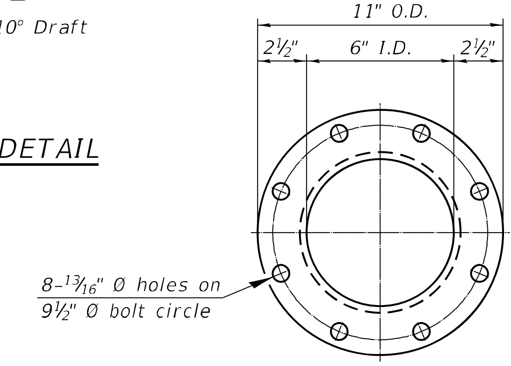
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	186
		CONTRACT NO. 78656		
		ILLINOIS FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

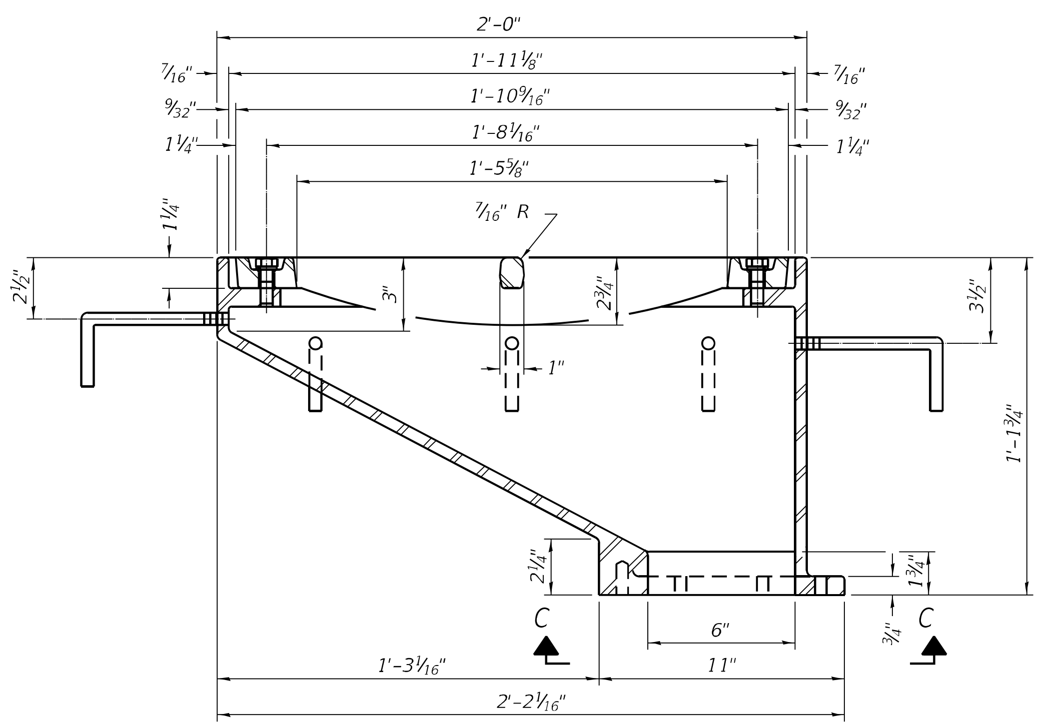
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 22 of 51.

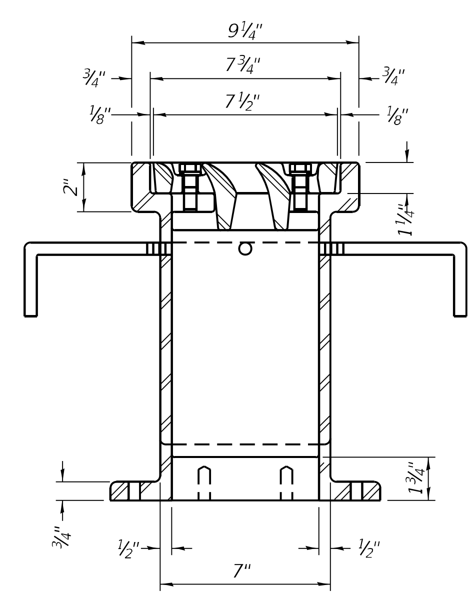
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-12.

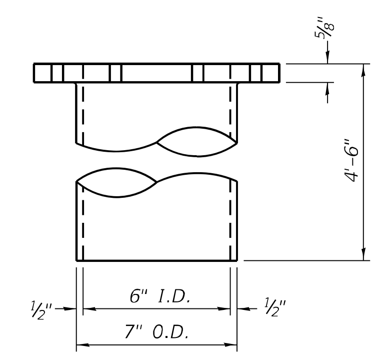


SECTION A-A

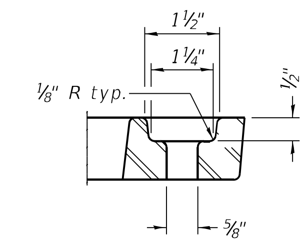
See sheet 22 of 51 for scupper location relative to parapet.



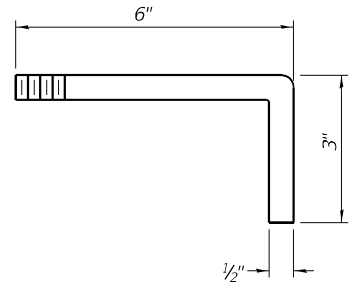
SECTION B-B



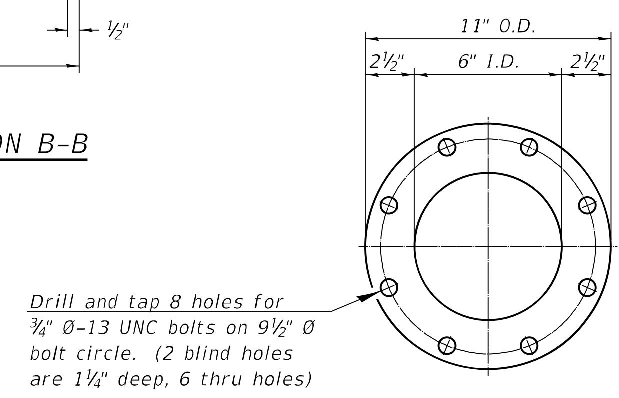
DOWNSPOUT



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL



VIEW C-C

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	6

DS-12 1-1-2020

USER NAME = Reddy V	DESIGNED - KES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 028-0088

SHEET NO. 23 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	187

CONTRACT NO. 78656

ILLINOIS FED. AID PROJECT

MODEL: 78656 - 187
FILE NAME: Z:\0 V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D978631-structure.dgn
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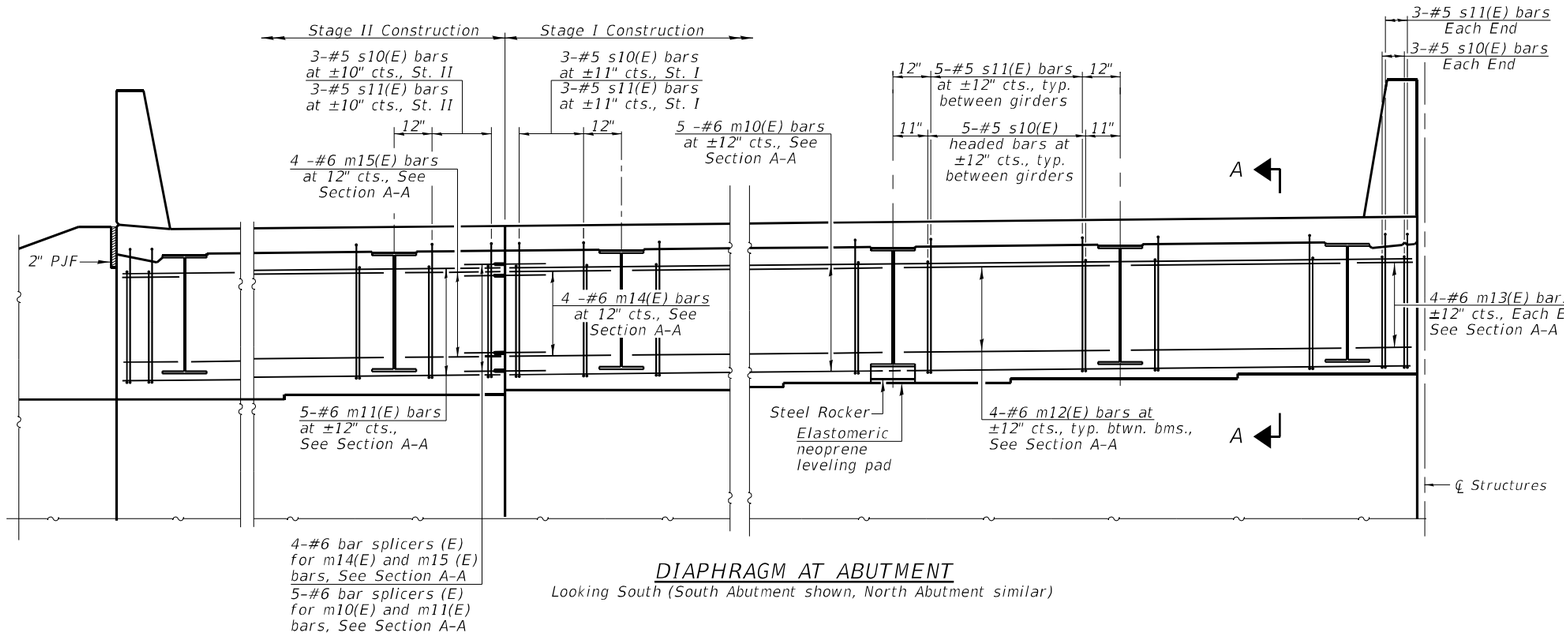
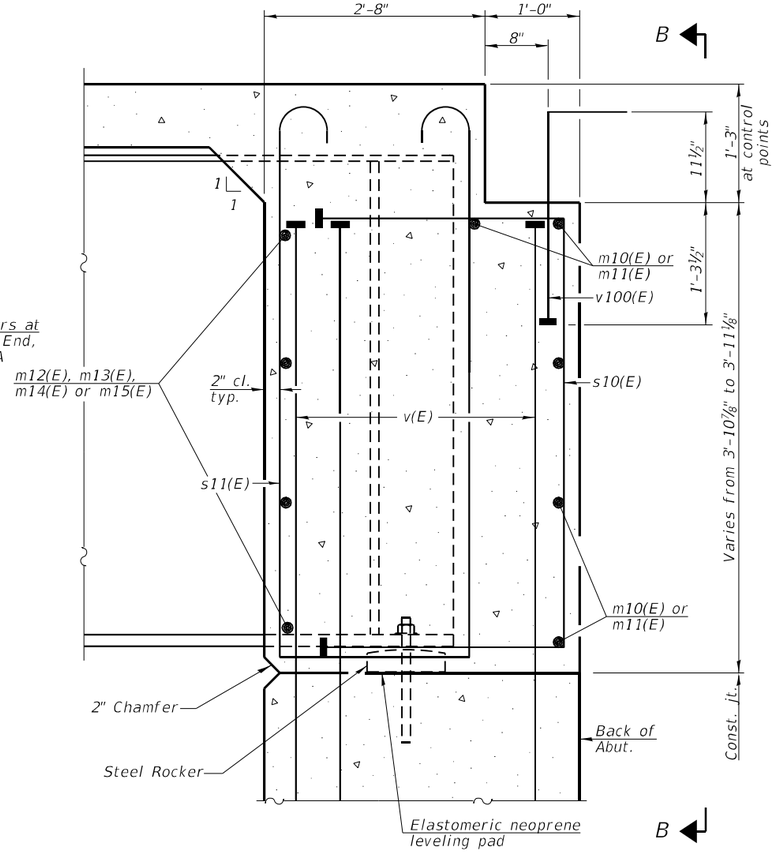
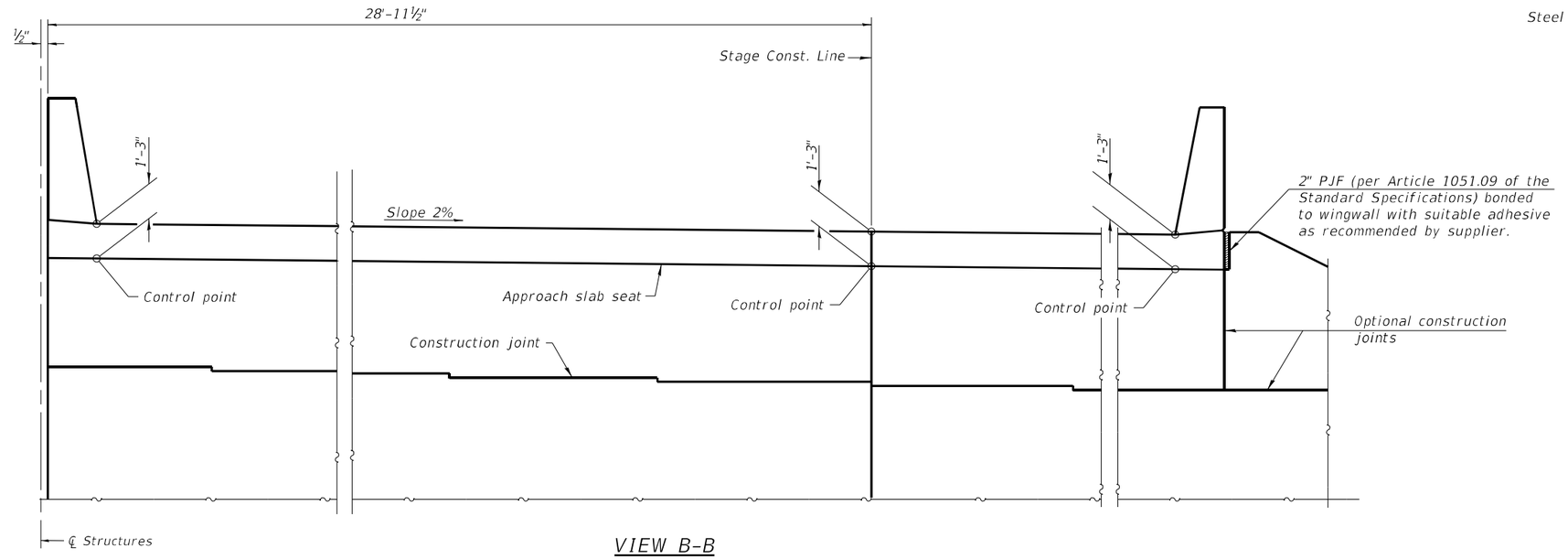


DIAPHRAGM AT ABUTMENT

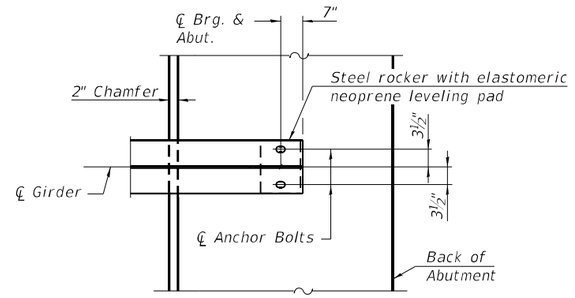
Looking South (South Abutment shown, North Abutment similar)



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of girder)

Notes:
See sheet 20 of 51 for superstructure details and Bill of Material.
The approach slab seat shall have a constant slope determined from the control points shown.

DIA-SB-0 06-15-2019

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

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PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 24 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	188
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

MODEL: 78656 - 188
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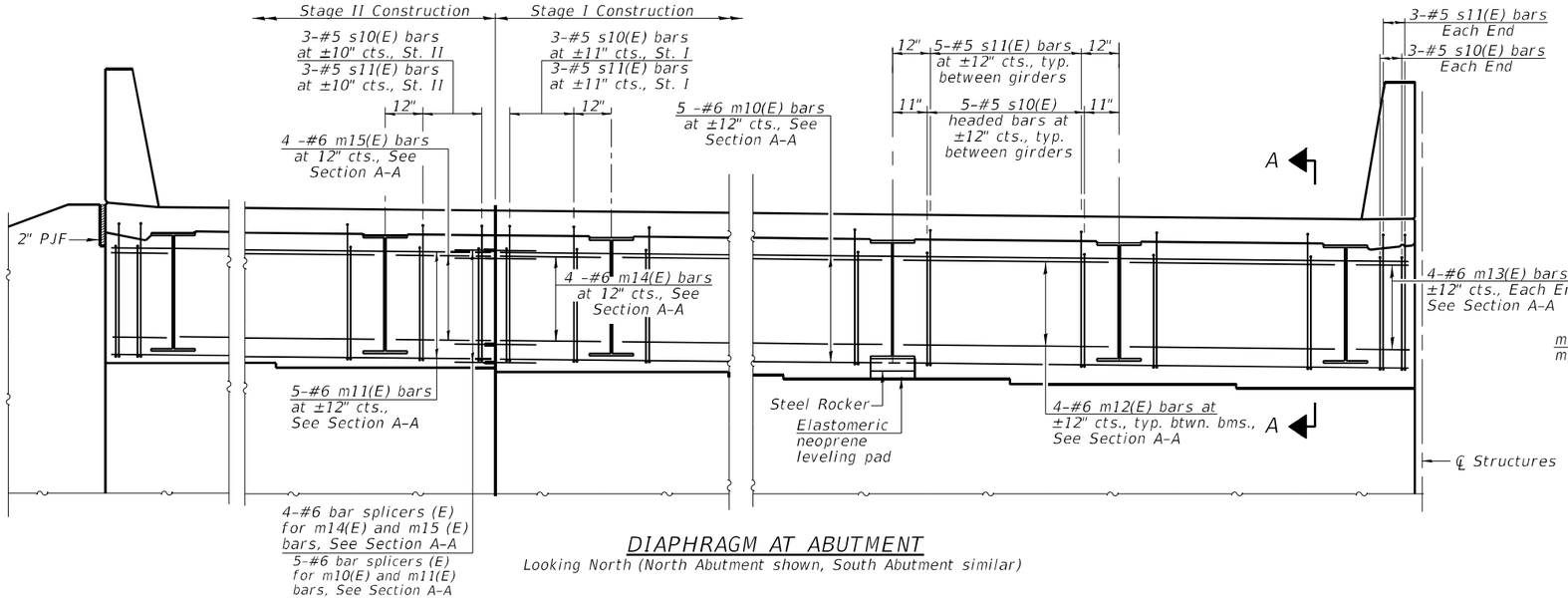
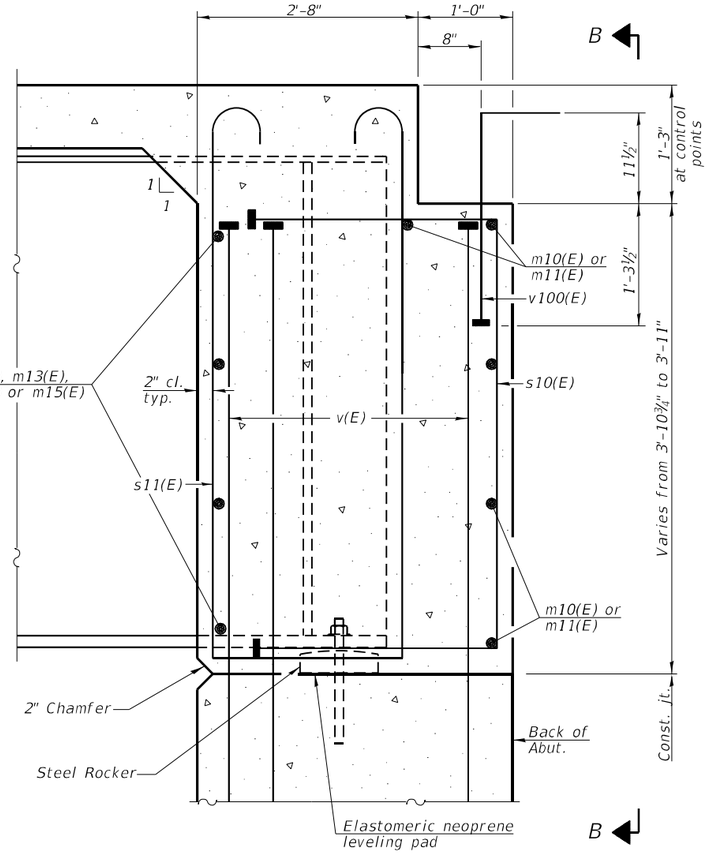
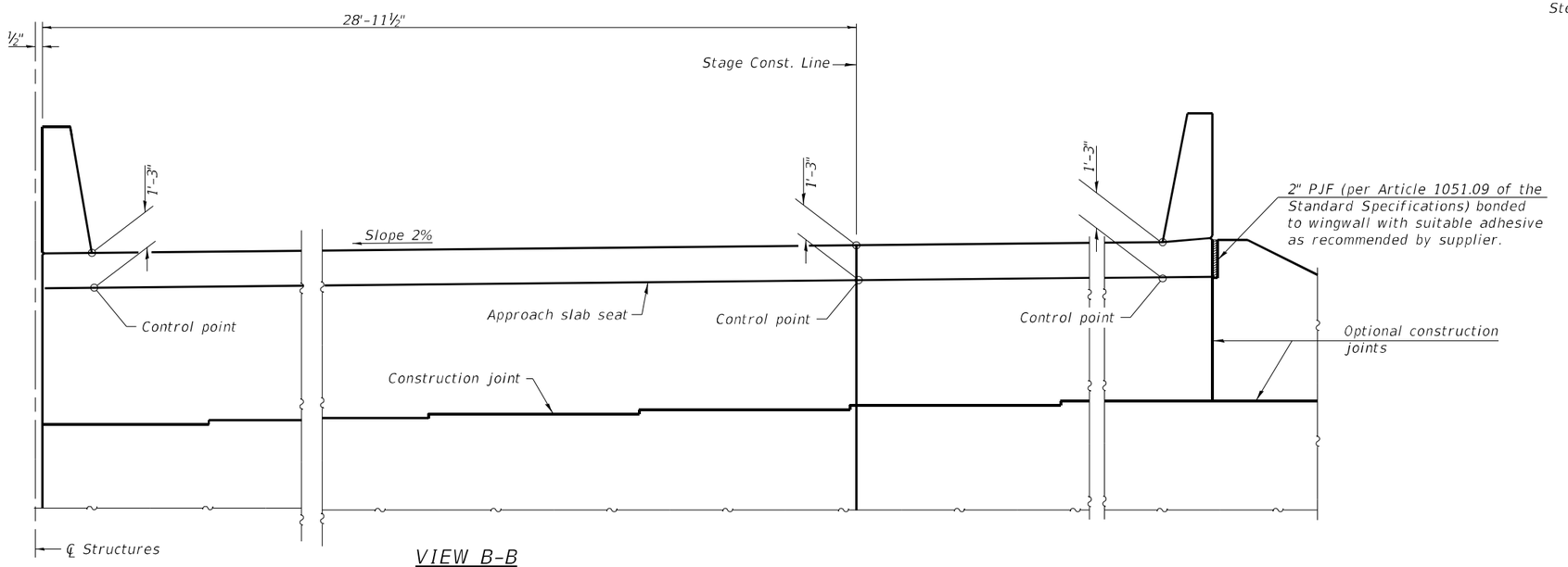


DIAPHRAGM AT ABUTMENT

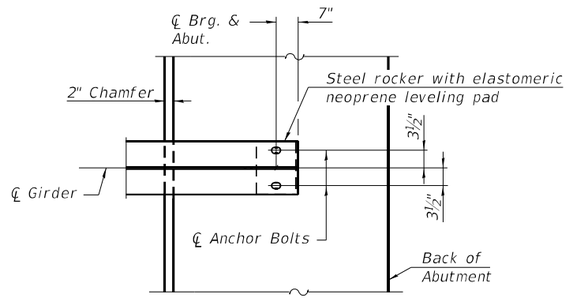
Looking North (North Abutment shown, South Abutment similar)



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of girder)

Notes:

See sheet 22 of 51 for superstructure details and Bill of Material.

The approach slab seat shall have a constant slope determined from the control points shown.

DIA-SB-0 06-15-2019

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PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 028-0088 (S.B.)

SHEET NO. 25 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	189
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

MODEL: 78656 - 189
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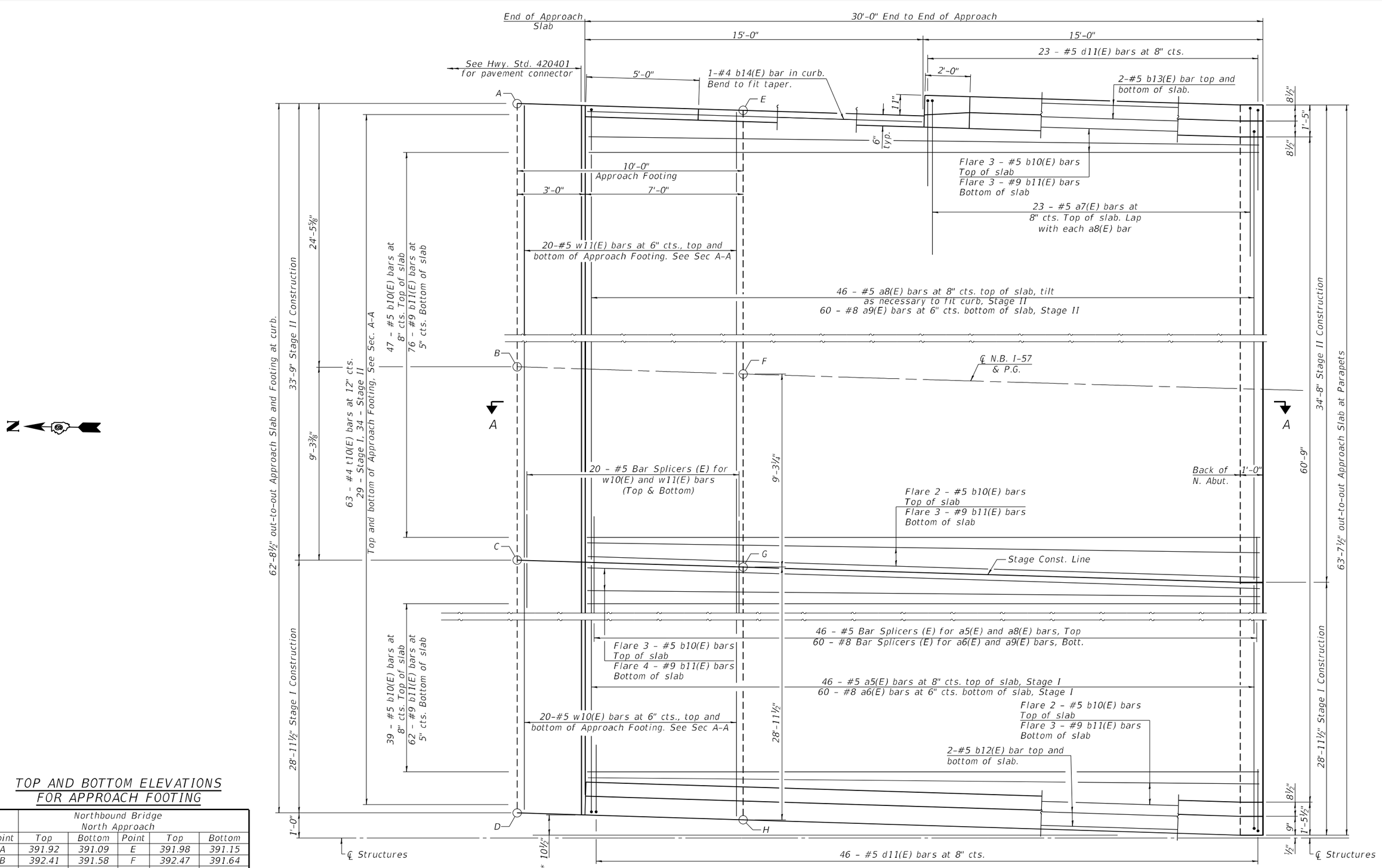

* At end of Approach Slab

PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	Northbound Bridge North Approach				
Point	Top	Bottom	Point	Top	Bottom
A	391.92	391.09	E	391.98	391.15
B	392.41	391.58	F	392.47	391.64
C	392.60	391.77	G	392.66	391.83
D	393.18	392.35	H	393.24	392.41

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PLOT SCALE =	DRAWN - JRP	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - NORTH APPROACH
STRUCTURE NO. 028-0087 (N.B.)

SHEET NO. 26 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	190
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			

MODEL: 78656 - 190
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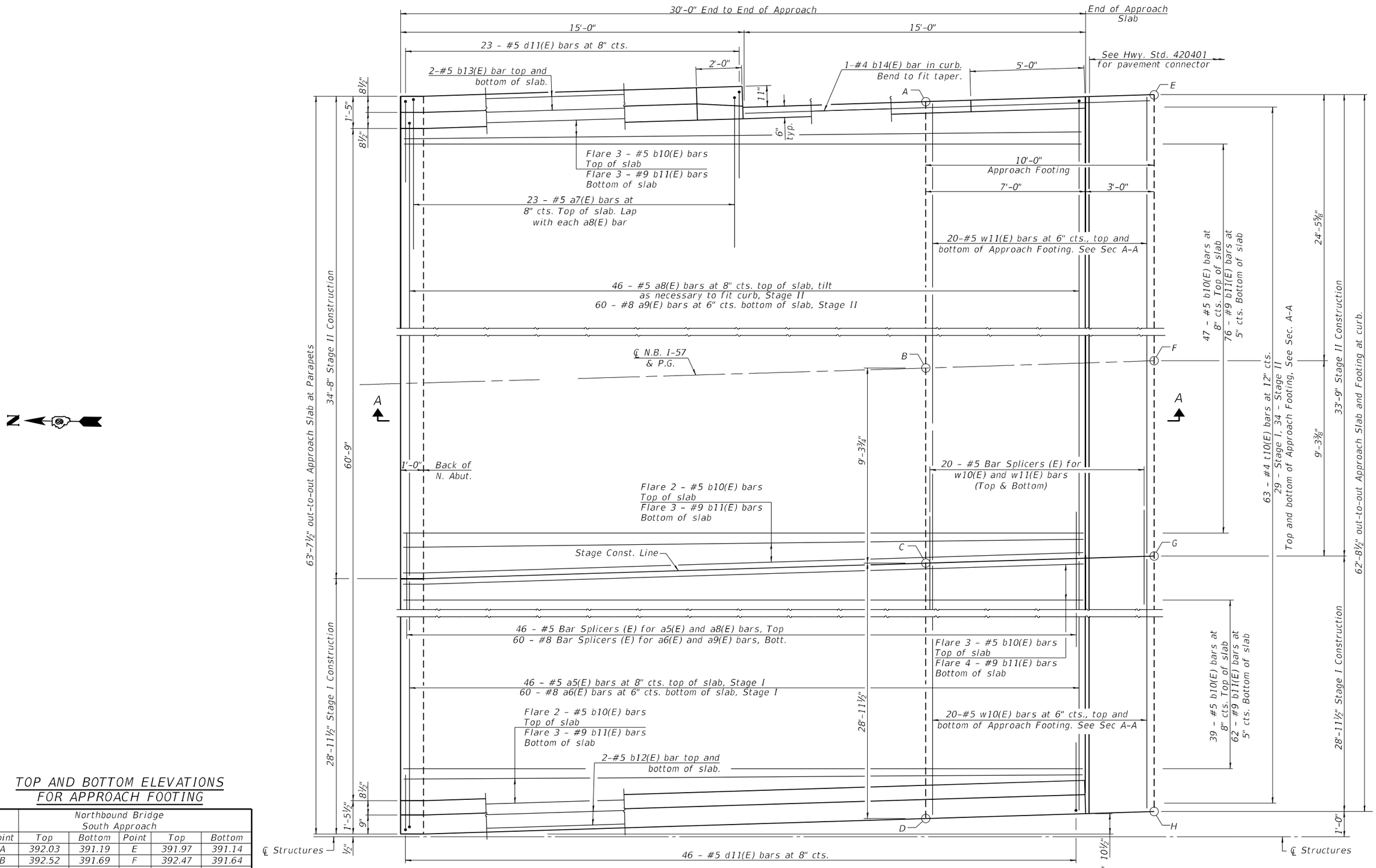

PLAN

* At end of Approach Slab

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	Northbound Bridge South Approach				
Point	Top	Bottom	Point	Top	Bottom
A	392.03	391.19	E	391.97	391.14
B	392.52	391.69	F	392.47	391.64
C	392.71	391.87	G	392.66	391.83
D	393.29	392.46	H	393.24	392.40

MODEL: 78656 - 191
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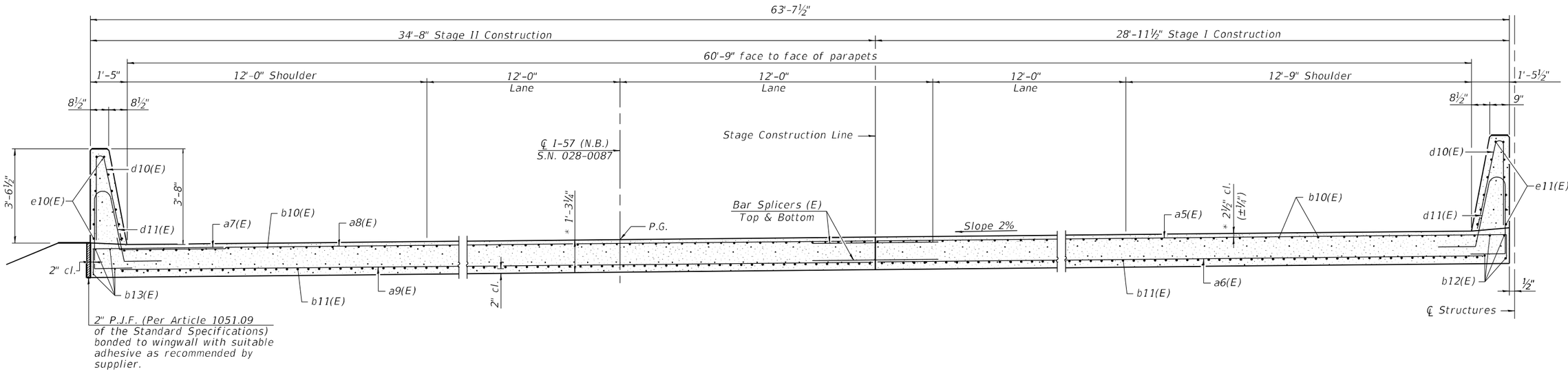
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - SOUTH APPROACH
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 27 OF 51 SHEETS

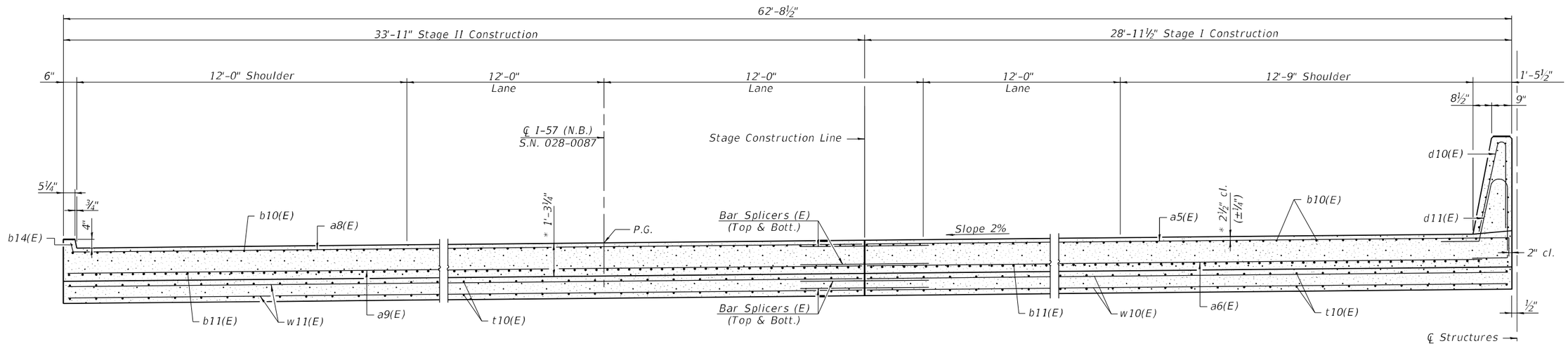
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	191
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION NEAR ABUTMENT

(Looking South)

* Prior to Grinding



CROSS SECTION NEAR APPROACH FOOTING

(Looking South)

MODEL: 78656 - 192
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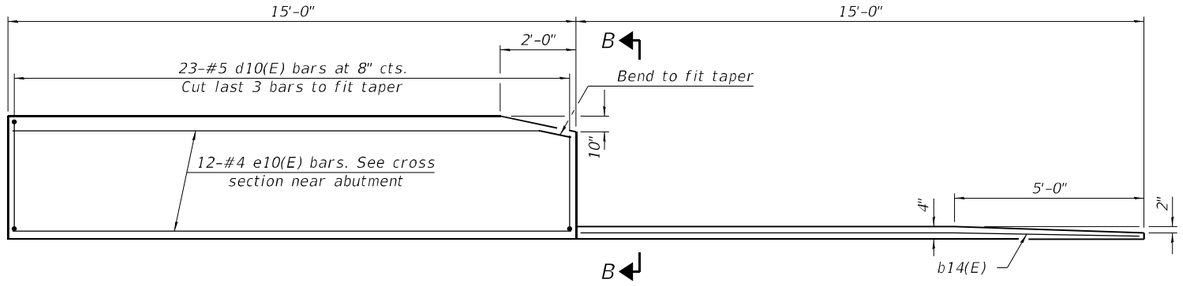
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

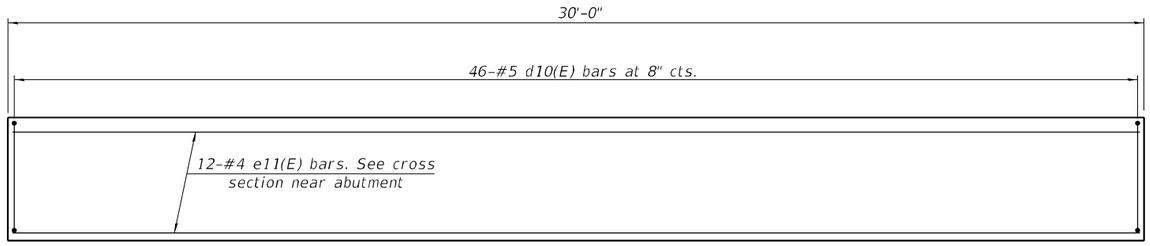
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 028-0087 (N.B.)

SHEET NO. 28 OF 51 SHEETS

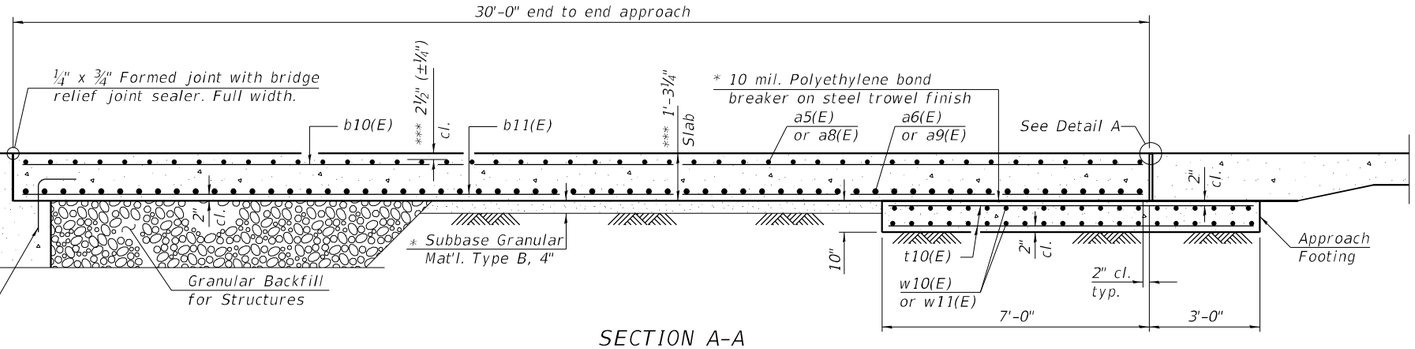
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	192
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		



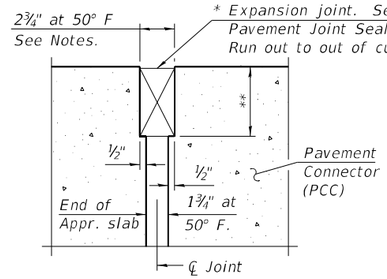
INSIDE ELEVATION OF EAST PARAPET AND CURB



INSIDE ELEVATION OF WEST PARAPET



SECTION A-A

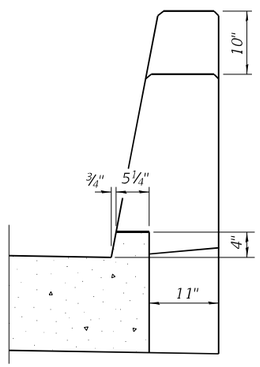


DETAIL A

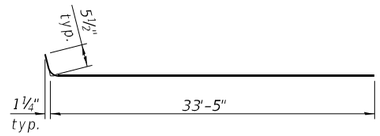
* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

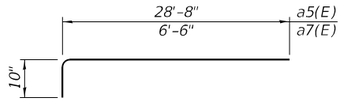
*** Prior to grinding.



VIEW B-B



BAR a8(E)



BARS a5(E) & a7(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

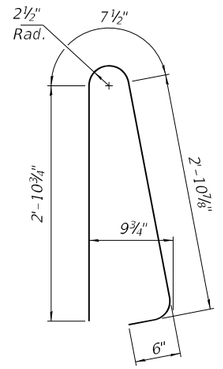
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

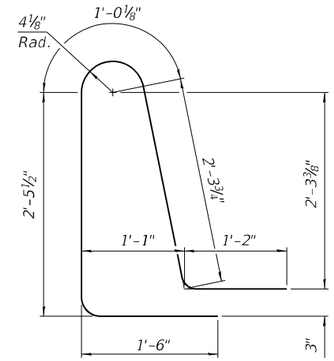
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 51.



BAR d10(E)



BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	92	#5	29'-6"	
a6(E)	120	#8	28'-9"	
a7(E)	46	#5	7'-4"	
a8(E)	92	#5	33'-11"	
a9(E)	120	#8	33'-6"	
b10(E)	192	#5	29'-8"	
b11(E)	302	#9	29'-8"	
b12(E)	8	#5	29'-8"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-8"	
d10(E)	138	#5	7'-0"	
d11(E)	138	#5	8'-6"	
e10(E)	24	#4	14'-8"	
e11(E)	24	#4	29'-8"	
t10(E)	252	#4	9'-8"	
w10(E)	80	#5	28'-7"	
w11(E)	80	#5	33'-5"	
Concrete Superstructure			Cu. Yd.	13.0
Concrete Superstructure (Approach Slab)			Cu. Yd.	178.8
Concrete Structures			Cu. Yd.	38.8
Reinforcement Bars, Epoxy Coated			Pound	72,920

MODEL: 78656 - 193
FILE NAME: z:\0 V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D978631-structure.dgn
6/17/2021 8:37:53 AM

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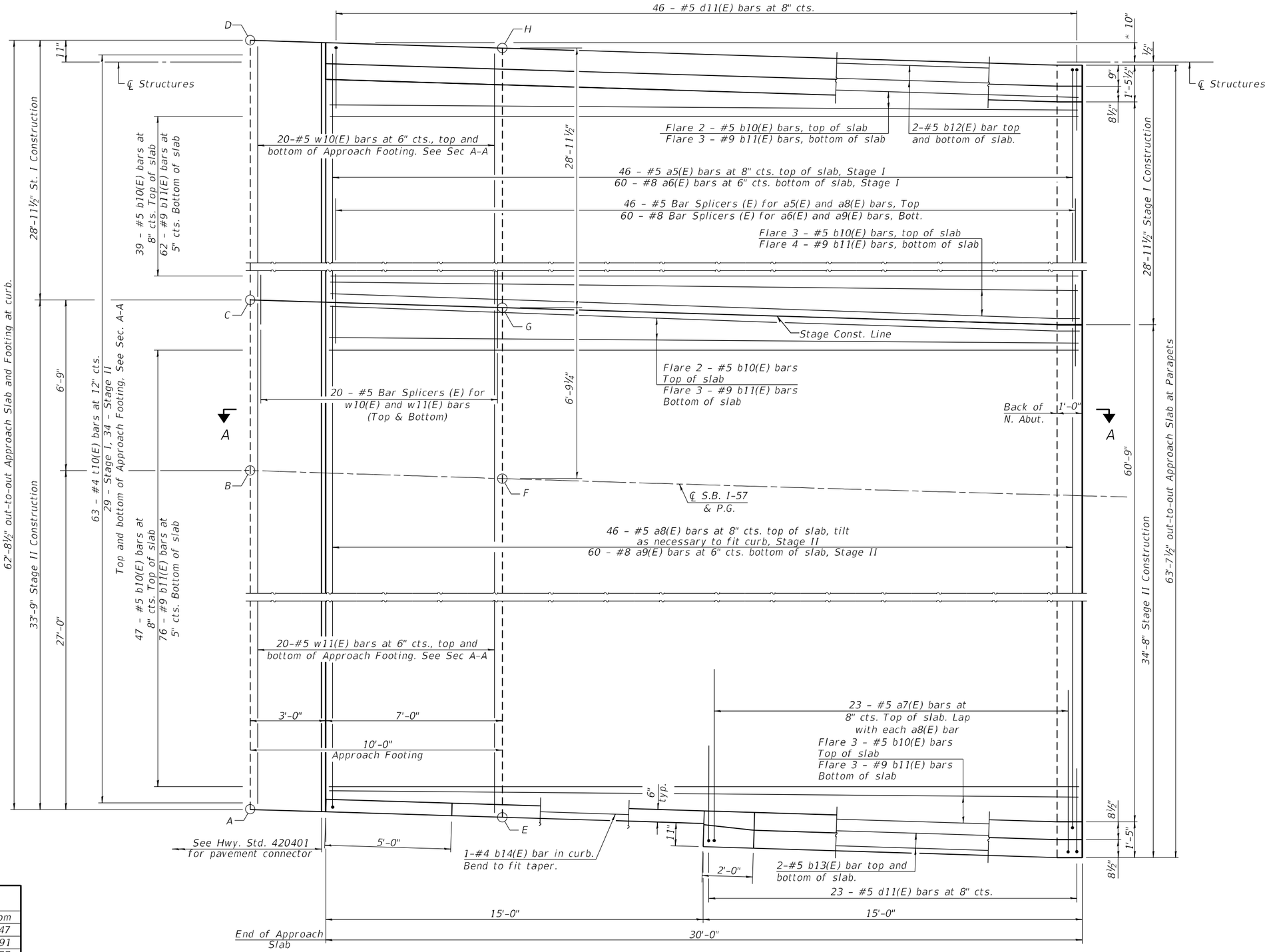
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 028-0087 (N.B.)
SHEET NO. 29 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	193
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	Southbound Bridge North Approach				
Point	Top	Bottom	Point	Top	Bottom
A	393.25	392.40	E	393.30	392.47
B	392.69	391.85	F	392.74	391.91
C	392.55	391.72	G	392.60	391.77
D	391.97	391.13	H	392.02	391.19

PLAN

* At end of Approach Slab

MODEL: 78656 - 194
FILE NAME: Z:\0 V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D078631-structure.dgn
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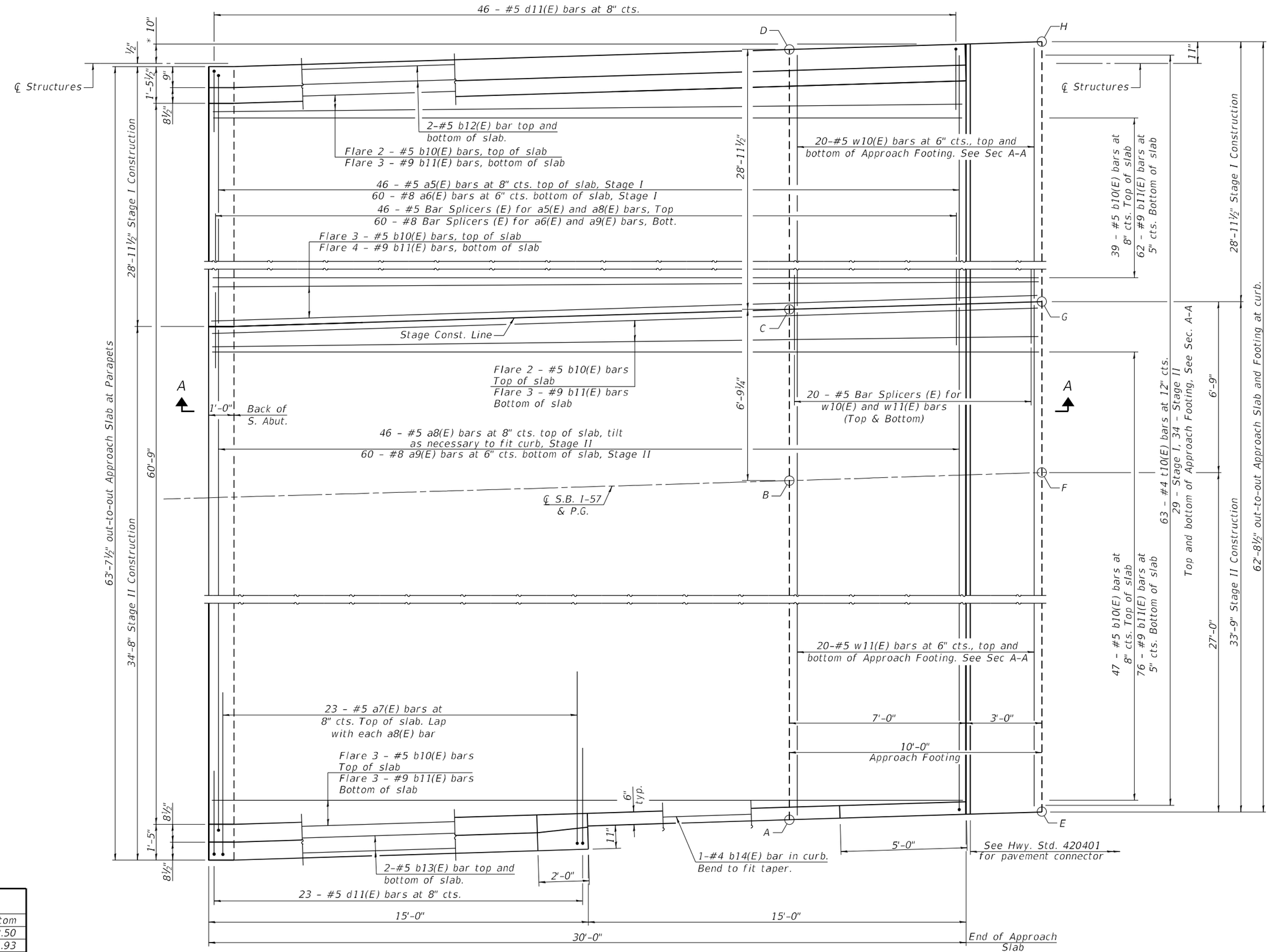
	CHECKED - TRC	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - NORTH APPROACH
STRUCTURE NO. 028-0088 (S.B.)
SHEET NO. 30 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	194
			CONTRACT NO. 78656	
		ILLINOIS	FED. AID PROJECT	



* At end of Approach Slab

PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	Southbound Bridge South Approach				
Point	Top	Bottom	Point	Top	Bottom
A	393.38	392.54	E	393.33	392.50
B	392.81	391.98	F	392.77	391.93
C	392.68	391.84	G	392.63	391.80
D	392.10	391.26	H	392.05	391.21

MODEL: 78656 - 195
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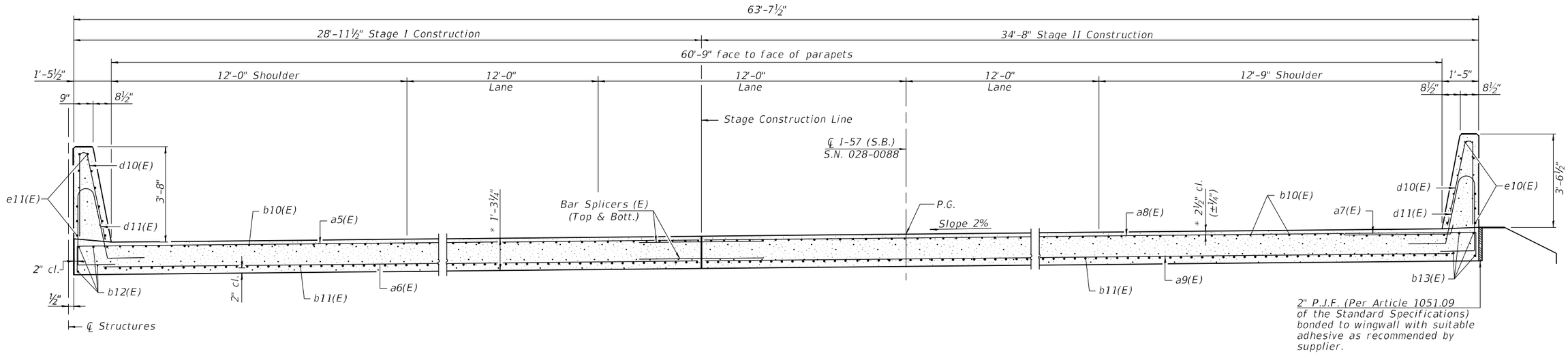
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - SOUTH APPROACH
STRUCTURE NO. 028-0088 (S.B.)

SHEET NO. 31 OF 51 SHEETS

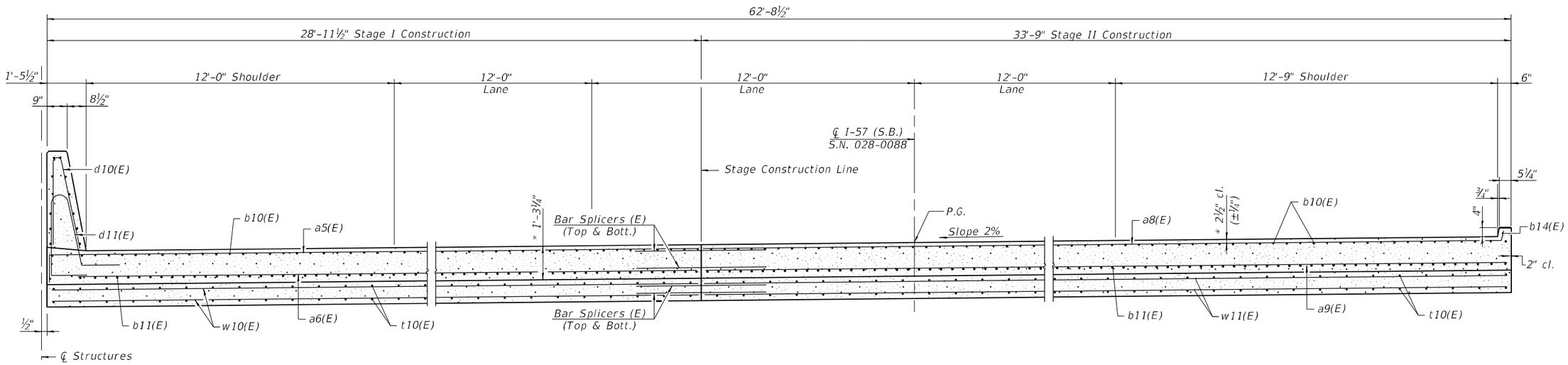
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	195
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION NEAR ABUTMENT

(Looking South)

* Prior to Grinding



CROSS SECTION AT APPROACH FOOTING

(Looking South)

MODEL: 78656 - 196
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 028-0088 (S.B.)

SHEET NO. 32 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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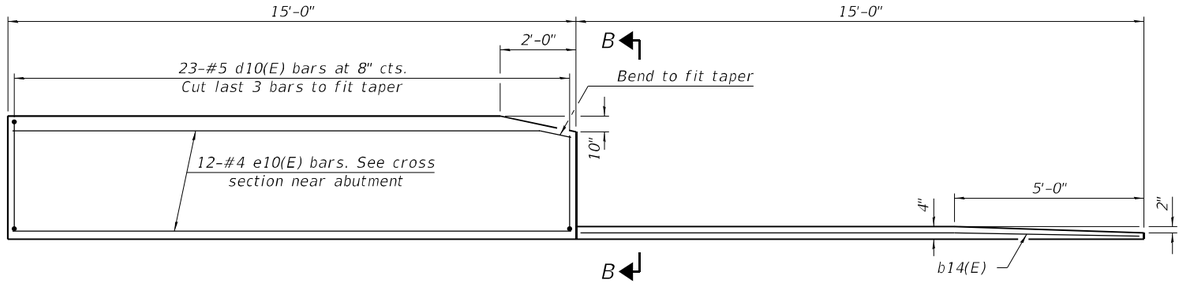
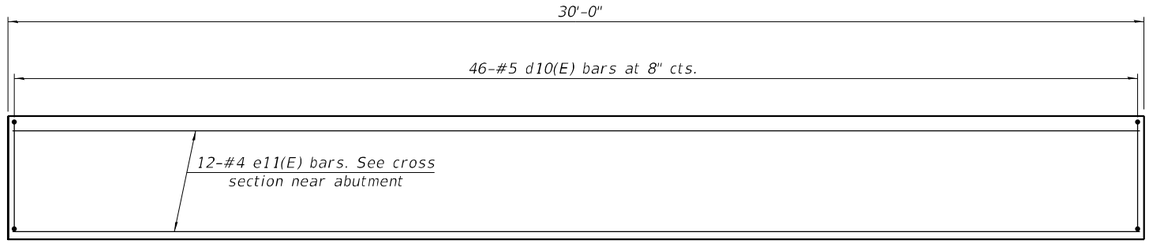
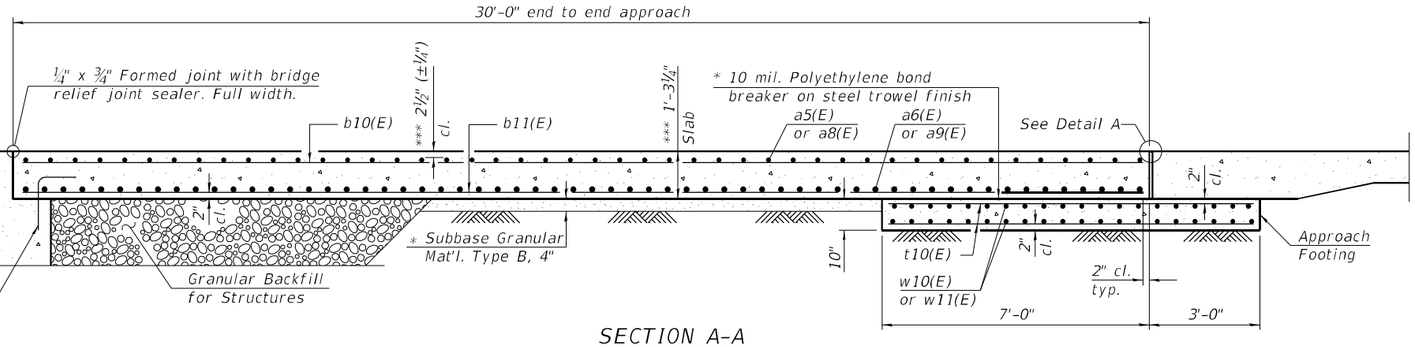
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		



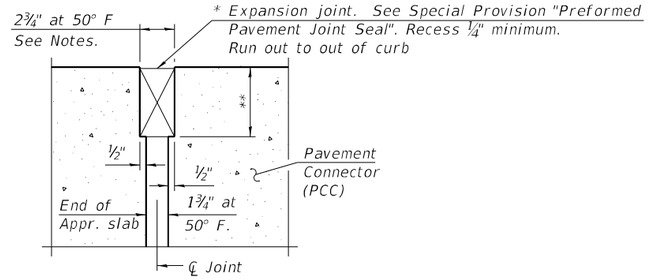
INSIDE ELEVATION OF EAST PARAPET AND CURB



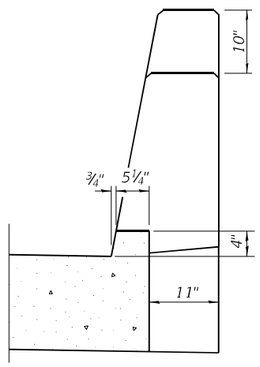
INSIDE ELEVATION OF WEST PARAPET



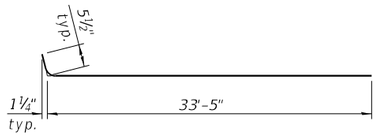
SECTION A-A



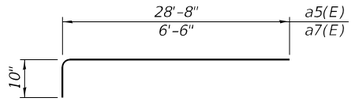
DETAIL A



VIEW B-B



BAR a8(E)



BAR a5(E) & a7(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

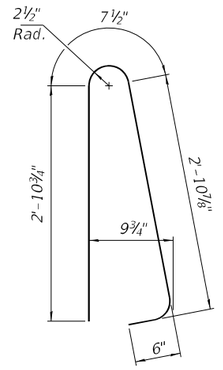
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

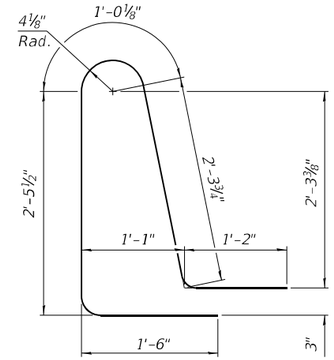
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 51.



BAR d10(E)



BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

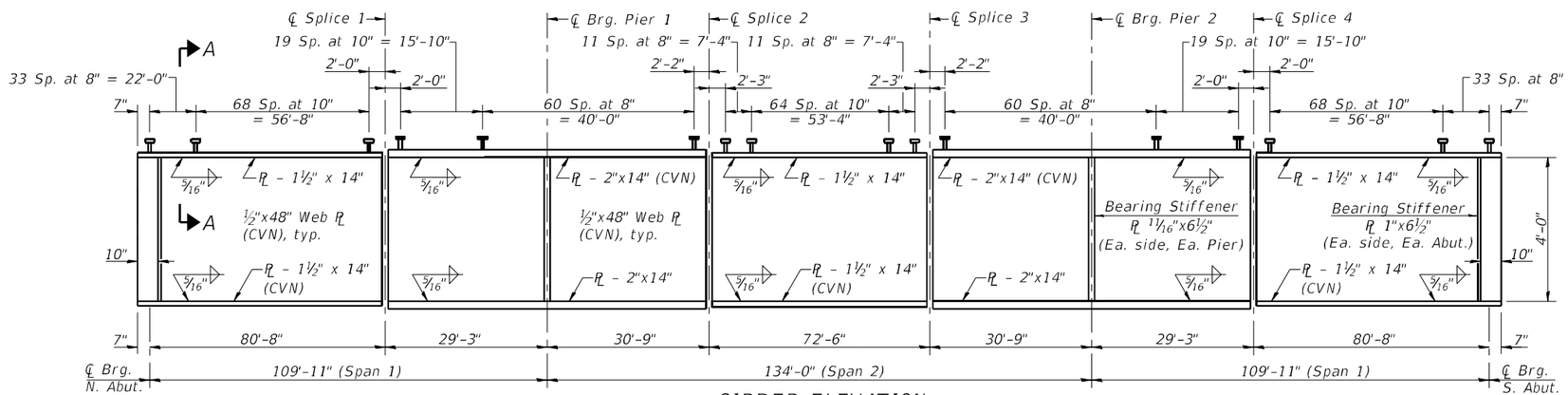
Bar	No.	Size	Length	Shape
a5(E)	92	#5	29'-6"	
a6(E)	120	#8	28'-9"	
a7(E)	46	#5	7'-4"	
a8(E)	92	#5	33'-11"	
a9(E)	120	#8	33'-6"	
b10(E)	192	#5	29'-8"	
b11(E)	302	#9	29'-8"	
b12(E)	8	#5	29'-8"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-8"	
d10(E)	138	#5	7'-0"	
d11(E)	138	#5	8'-6"	
e10(E)	24	#4	14'-8"	
e11(E)	24	#4	29'-8"	
t10(E)	252	#4	9'-8"	
w10(E)	80	#5	28'-7"	
w11(E)	80	#5	33'-5"	
Concrete Superstructure			Cu. Yd.	13.0
Concrete Superstructure (Approach Slab)			Cu. Yd.	178.8
Concrete Structures			Cu. Yd.	38.8
Reinforcement Bars, Epoxy Coated			Pound	72,920

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

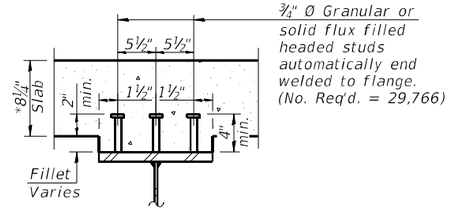
*** Prior to grinding.

PLAN



GIRDER ELEVATION

"CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.



SECTION A-A

*Prior to grinding

Notes:
All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
All structural steel, including bearing stiffeners, shall be AASHTO M 270 Grade 50W.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 028-0087 & 028-0088
SHEET NO. 34 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	198
		CONTRACT NO. 78656		
		ILLINOIS	FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
Is	(in^4)	30344	39627	30344	39627	30344
Ic(n)	(in^4)	62091	75864	62091	75864	62091
Ic(3n)	(in^4)	46892	57629	46892	57629	46892
Ic(cr)	(in^4)	--	45153	--	45153	--
Ss	(in^3)	1190	1524	1190	1524	1190
Sc(n)	(in^3)	1493	1854	1493	1854	1493
Sc(3n)	(in^3)	1382	1723	1382	1723	1382
Sc(cr)	(in^3)	--	1595	--	1595	--
DC1	(k/')	0.873	0.928	0.873	0.928	0.873
MDC1	('k)	715	-1412	573	-1412	715
DC2	(k/')	0.191	0.191	0.191	0.191	0.191
MDC2	('k)	158	-300	128	-300	158
DW	(k/')	0.276	0.276	0.276	0.276	0.276
MDW	('k)	228	-434	186	-434	228
LLDF		0.508	0.499	0.491	0.499	0.508
M_{L+IM}	('k)	1326	-1145	1254	-1145	1326
Mu (Strength I)	('k)	3754	-4796	3349	-4796	3754
Øf Mn	('k)	7517	-6438	7507	-6438	7517
fs DC1	(ksi)	7.2	11.1	5.8	11.1	7.2
fs DC2	(ksi)	1.4	2.3	1.1	2.3	1.4
fs DW	(ksi)	2.0	3.3	1.6	3.3	2.0
fs (L+IM)	(ksi)	10.7	8.6	10.1	8.6	10.7
fs (Service II)	(ksi)	24.5	27.9	21.6	27.9	24.5
0.95Rh Fyf	(ksi)	47.5	47.5	47.5	47.5	47.5
fs (Total)(Strength I)	(ksi)	32.5	36.8	28.7	36.8	32.5
Øf Fn	(ksi)	39.3	42.6	40.4	42.6	39.3
Vf	(k)	45.7	71.1	49.8	71.1	45.7

GIRDER REACTION TABLE									
		N. Abut.		Pier 1		Pier 2		S. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.671	0.428	0.671	0.428	0.671	0.428	0.671	0.428
OCF		---	---	---	---	---	---	---	---
R_{DC1}	(k)	35.3	32.9	122.4	114.2	122.4	114.2	35.3	32.9
R_{DC2}	(k)	7.7	7.7	26.0	26.0	26.0	26.0	7.7	7.7
R_{DW}	(k)	11.2	11.2	37.6	37.6	37.6	37.6	11.2	11.2
R_{L}	(k)	64.6	41.2	129.4	82.5	129.4	82.5	64.6	41.2
R_{IM}	(k)	14.2	9.1	24.1	15.4	24.1	15.4	14.2	9.1
R_{Total}	(k)	133.0	102.1	339.5	275.7	339.5	275.7	133.0	102.1

*TOP OF WEB ELEVATIONS TABLE								
Girder Number	℄ Brg. N. Abut.	℄ Splice No. 1	℄ Brg Pier 1	℄ Splice No. 2	℄ Splice No. 3	℄ Brg Pier 2	℄ Splice No. 4	℄ Brg. S. Abut.
Girder 1	392.52	392.74	392.78	392.83	392.84	392.80	392.76	392.56
Girder 2	392.64	392.86	392.90	392.95	392.96	392.92	392.88	392.68
Girder 3	392.76	392.98	393.02	393.07	393.08	393.04	393.00	392.80
Girder 4	392.88	393.10	393.14	393.20	393.20	393.16	393.12	392.92
Girder 5	393.00	393.22	393.26	393.32	393.32	393.28	393.24	393.04
Girder 6	393.12	393.34	393.38	393.44	393.44	393.40	393.36	393.17
Girder 7	393.24	393.46	393.50	393.56	393.56	393.52	393.48	393.29
Girder 8	393.36	393.58	393.63	393.68	393.68	393.64	393.60	393.41
Girder 9	393.48	393.70	393.75	393.80	393.80	393.76	393.72	393.53
Girder 10	393.60	393.82	393.87	393.92	393.92	393.88	393.84	393.65
Girder 11	393.72	393.94	393.99	394.04	394.04	394.00	393.96	393.77
Girder 12	392.57	392.75	392.80	392.84	392.86	392.82	392.79	392.63
Girder 13	392.69	392.87	392.92	392.96	392.98	392.94	392.91	392.75
Girder 14	392.81	392.99	393.04	393.08	393.10	393.06	393.03	392.87
Girder 15	392.93	393.11	393.16	393.20	393.22	393.18	393.15	392.99
Girder 16	393.05	393.23	393.28	393.32	393.34	393.30	393.27	393.11
Girder 17	393.17	393.35	393.40	393.44	393.46	393.42	393.39	393.23
Girder 18	393.29	393.47	393.52	393.56	393.58	393.54	393.51	393.35
Girder 19	393.41	393.60	393.64	393.68	393.70	393.66	393.63	393.47
Girder 20	393.53	393.72	393.76	393.80	393.82	393.78	393.75	393.59
Girder 21	393.65	393.84	393.88	393.92	393.94	393.90	393.87	393.71
Girder 22	393.77	393.96	394.00	394.04	394.06	394.02	393.99	393.83

* For fabrication only

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
$1.25\ (MDC1 + MDC2) + 1.5\ MDW + 1.75\ M_{L+IM}$

Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs($_{L+IM}$)

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

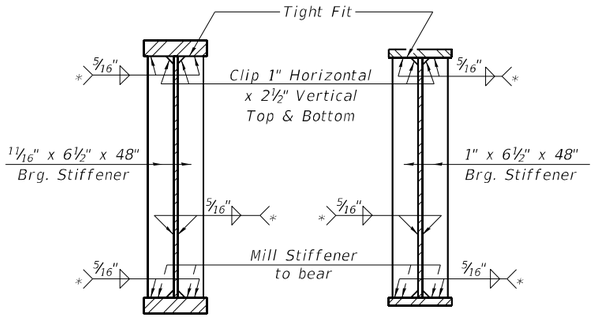
fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($_{L+IM}$)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

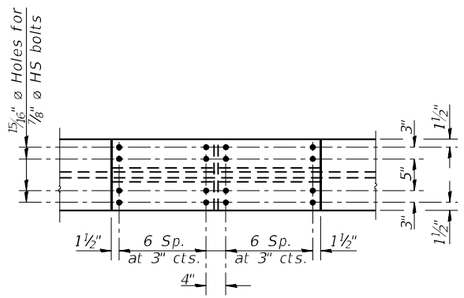
LLDF: Live Load Distribution Factor for moment and shear.

OCF: Obtuse Correction Factor.

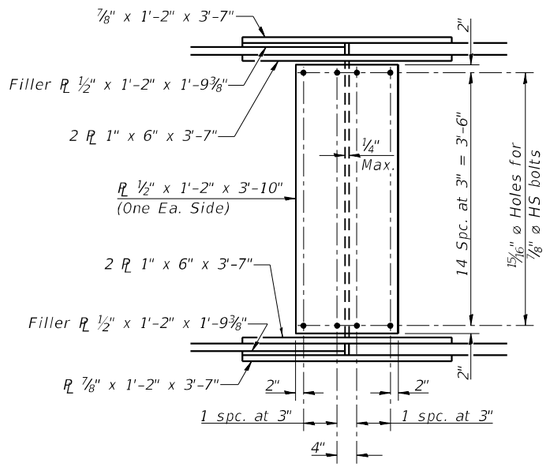


SECTION AT PIER — SECTION AT ABUTMENT

* Terminate ¼" (±⅛") from the end of plate intersects.

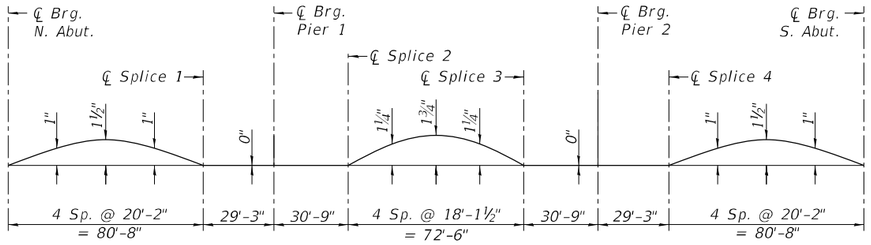


PLAN
(Top and bottom)



SPLICE ELEVATION

SPLICES 1, 2, 3, & 4
(88 required)



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6/17/2021 8:37:58 AM

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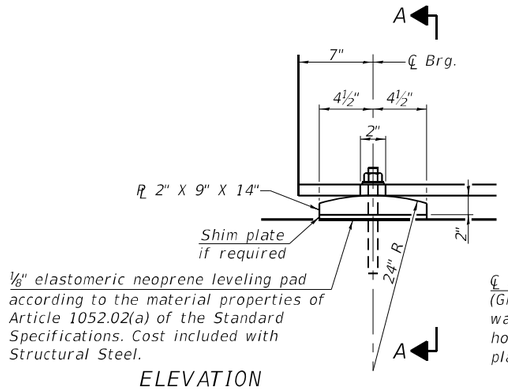
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

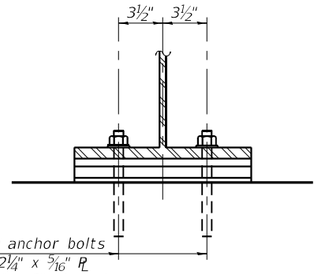
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 028-0087 & 028-0088
SHEET NO. 35 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	199
		CONTRACT NO. 78656		
	ILLINOIS FED. AID PROJECT			



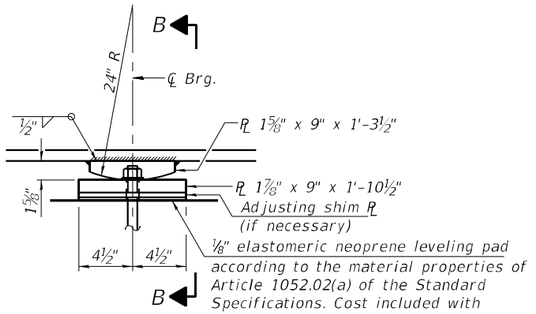
ELEVATION



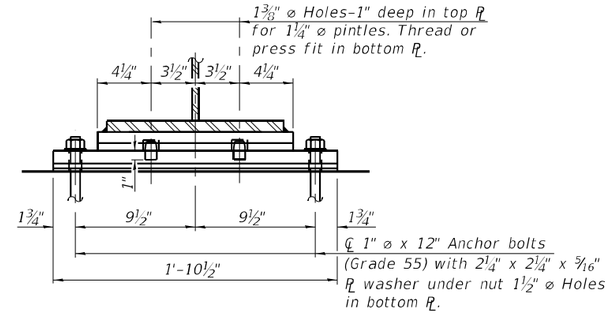
SECTION A-A

FIXED BEARING AT ABUTMENT

(44 Required)



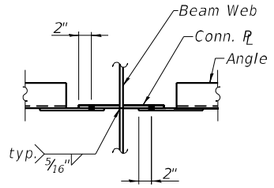
ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIER

(44 Required)



SECTION C-C

Notes:

Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

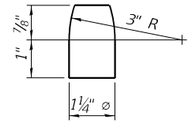
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

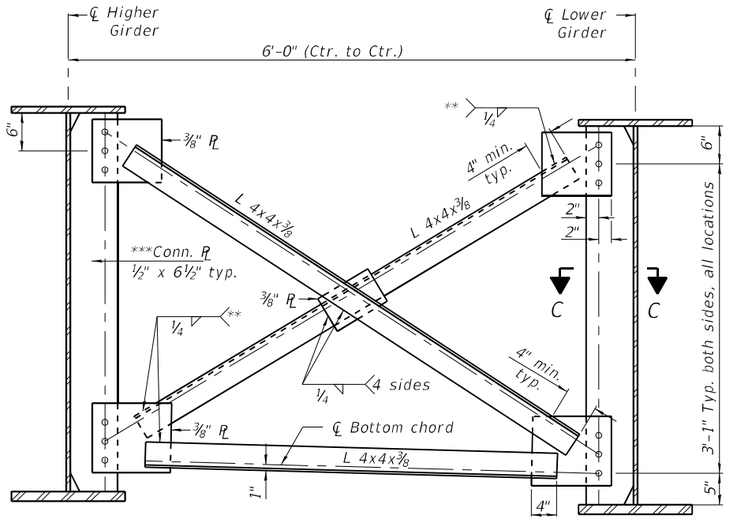
Two ⅛" adusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on the bearing details.

The anchor bolt size and grade shown at the pier constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

The structural steel plates of the Bearing Assembly shall conform to the requirements of ASSHTO M 270 Grade 50W.



PINTLE

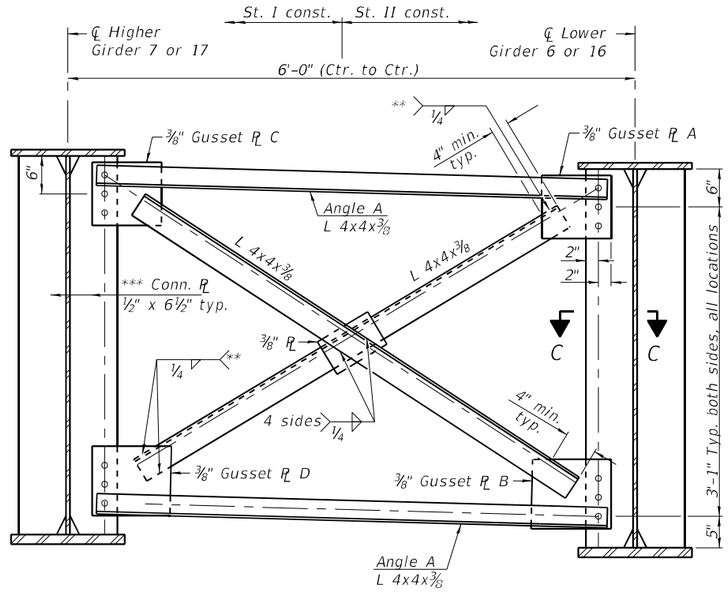


CROSS FRAME (CF1)

(Looking North)

** Fillet weld angles along 3 sides on one face of gusset plate.

*** 11/16" x 6½" Brg. Stiffener at Pier only.



CROSS FRAME (CF2)

(Looking North)

** Fillet weld angles along 3 sides on one face of gusset plate.

*** 11/16" x 6½" Brg. Stiffener at Pier only.

Cross Frame CF2 Stage Construction Sequence

1. Erect Cross Frame CF2 prior to pouring Stage 2 deck.
2. Gusset ℄ C and D shall not have positive connection to Girder 7 or 17 Connection ℄ until after the Stage II deck pour.
3. The following H.S. bolts shall be finger tightened until the completion of the Stage II deck pour.
   a. On Stage II Constr. side: all 6 H.S. bolts connecting ⅜ Gusset ℄ A & B to Connection ℄.
   b. On Stage I Constr. side:
      I. Top H.S. bolt connecting upper Angle A to Connection ℄, but not connecting Gusset ℄ C to Connection ℄.
      II. Bottom H.S. bolt connecting lower Angle A to Connection ℄, but not connecting Gusset ℄ D to Connection ℄.
4. After Stage II deck pour:
   a. On Stage I Constr. side, remove the 2 H.S. bolts and install all 6 H.S. bolts, connecting through Gusset ℄ C and D, and Connection ℄.
   b. Fully tighten all 6 H.S. bolts on both the Stage I and Stage II Constr. sides.

Notes:

Detail 13/16" ϕ holes for all ¾" bolts.

Two hardened washers required for each set of oversized holes.

All cross frames, bearing stiffeners, gusset plates, and connecting plates shall be AASHTO M270, Gr. 50W.

Horizontal and vertical clip dimensions for connection plate same as for bearing stiffener.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	176

MODEL: 78656 - 200
FILE NAME: Z:\0 V and K Jobs\5244-007 I-57 over Middle Fork Big Muddy River\CADD Sheets\D978631-structure.dgn
6/17/2021 8:37:59 AM

Veenstra & Kimm, Inc.
IL Design Firm License No. 184.001939

USER NAME = Reddy V	DESIGNED - KES	REVISED -	
	CHECKED - TRC	REVISED -	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = JUNE 17, 2021	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 028-0087 & 028-0088

SHEET NO. 36 OF 51 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)B-3	FRANKLIN	403	200
		CONTRACT NO. 78656		
	ILLINOIS	FED. AID PROJECT		